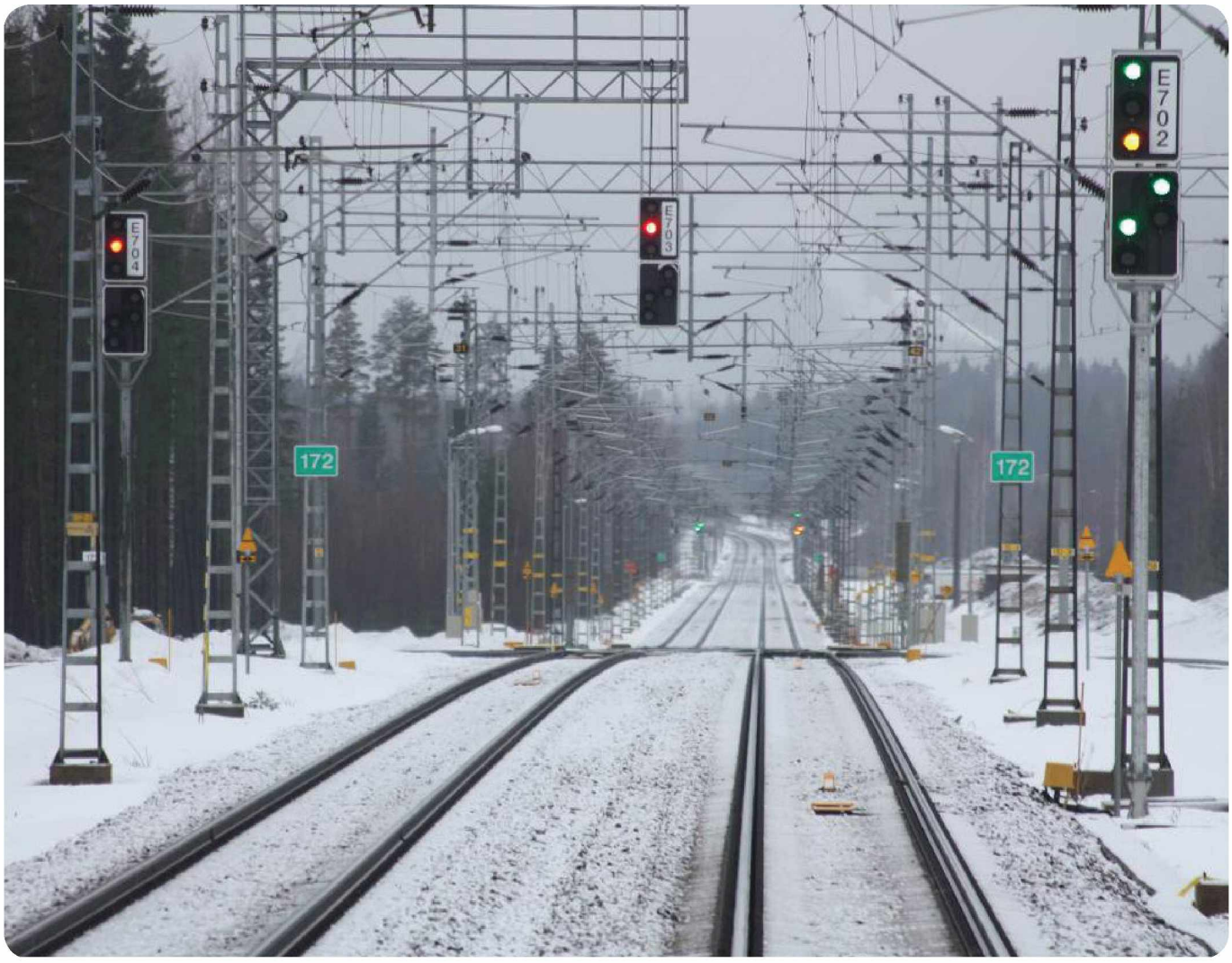
Liikennevirasto
Finnish Transport Agency

3 · 2011

TRANSPORT INFRASTRUCTURE DATA OF
THE FINNISH TRANSPORT AGENCY

Finnish Railway Network Statement 2013



Finnish Railway Network Statement 2013

Transport infrastructure data of the
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Finnish Transport Agency
Helsinki 2011

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Foreword

The Finnish Transport Agency (FTA) publishes this Network Statement for the timetable period 2013. This is the tenth Network Statement prepared in Finland, in accordance with the Finnish Railway Act. The Network Statement describes the access conditions, the state-owned rail network, the allocation capacity, the services supplied to railway undertakings and the principles of determining the infrastructure charge. The Network Statement is published for applicants for capacity for each timetable period separately. The present Network Statement is intended for the timetable period 9.12.2012-7.12.2013.

The Network Statement 2013 has been prepared based on the previous Network Statement taking into account the feedback received from users and the Network Statements of other European Infrastructure Managers.

The structure of the Network Statement follows the common European structure and comprises the following chapters:

1 General
2 Access conditions
3 Rail network
4 Capacity allocation
5 Services supplied to railway undertakings
6 Infrastructure charge

Within the Finnish Transport Agency, the Network Statement is the responsibility of the Traffic Services Department. Several specialists inside and outside the Finnish Transport Agency have been involved in the preparation of the Network Statement.

Helsinki, 9 December 2011

Finnish Transport Agency
Traffic Management, Traffic Services Department

Sisällysluettelo

APPENDICES

1 General information

1.1 Introduction

The Network Statement is published in accordance with the Railway Act (304/2011) and Directive 2001/14/EC of the European Parliament and of the Council on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (hereinafter referred to as the "Capacity and Infrastructure Charge Directive"). The Network Statement for the timetable period 2013 is the tenth Network Statement published in Finland.

1.2 Objective

The Network Statement is published for the use of applicants for capacity for each timetable period separately. The Network Statement describes the access conditions, state-owned rail network, capacity allocation, services supplied to railway undertakings and the basis on which the infrastructure charge is determined. The Network Statement specifies in detail the general rules, deadlines, procedures and grounds applicable to capacity allocation and the charging systems.

Railway undertakings can request capacity for international traffic within the European Economic Area, as well as for domestic freight traffic. Domestic passenger traffic and transit traffic to Russia on the Finnish rail network may be operated only by VR-Group Ltd.

1.3 Legal Framework

Current Legislation

In accordance with the Railway Act, Finnish Transport Agency publishes information on the provisions of the Railway Act, as well as on the provisions issued under this Act and other provisions, concerning

1. the right of access to the rail network;
2. the principles of determining the infrastructure charges;
3. applying for rail capacity and the related deadlines;
4. the requirements for and approval of railway rolling stock; as well as
5. other conditions concerning operating and starting the operation of rail traffic.

Finnish Transport Agency publishes information on the nature and extent of the rail network in the Network Statement for each timetable period. This information is contained in Chapter 3 of this Network Statement. The provisions issued by Finnish Transport Agency on:

1. specialised infrastructure under the Railway Act (point 3.4.1)
2. the priority order to be applied to congested infrastructure under the Railway Act (point 4.4.3)

3. the threshold quota for the minimum use of railway infrastructure on each train path under the Railway Act (point 4.6) are also published in the Network Statement.

1.4 Legal status

1.4.1 General Remarks

The Network Statement is not a regulation issued by Finnish Transport Agency but a document providing information.

1.4.2 Liability

Information published in the Network Statement does not affect regulations issued by Finnish Transport Agency or the Finnish Transport Safety Agency. Information on the third parties mentioned in the Network Statement may also change during the timetable period.

1.4.3 Appeals Procedure

A decision taken by Finnish Transport Agency may be appealed against under the Railway Act by filing a claim for rectification with the Regulatory Body, which in Finland is the Finnish Transport Safety Agency. A claim for rectification may be filed if the decision taken by the Regulatory Body concerns:

1. priority order for allocating capacity in individual cases
2. levying of the infrastructure charge
3. capacity allocation
4. allocation of urgently needed capacity
5. issuance of a safety certificate or
6. the access contract.

The claim for rectification shall be filed with the Finnish Transport Safety Agency within 30 days of the date of receipt of notice of the decision. The Finnish Transport Safety Agency shall decide on the claim for rectification within two months of the date on which all relevant information for taking a decision has been delivered to it. The decision shall, however, be taken within ten days of the date on which all relevant information has been delivered if the claim concerns the priority order in individual cases, capacity allocation or a request for urgently needed capacity.

1.5 Structure of the Network Statement

This Network Statement follows the common structure set for Network Statements by RailNetEurope.

The Network Statement consists of five more chapters in addition to this one. The second chapter deals with the requirements for accessing the rail network, the third handles the rail network infrastructure, the fourth covers issues related to capacity allocation, the fifth chapter is about services offered to railway undertakings, and the

sixth chapter deals with the infrastructure charge and charging principles. The Network Statement includes appendices that provide a more detailed description of the rail network features and other issues related to rail traffic operations.

1.6 Validity and Updating

1.6.1 Validity Period

The Network Statement is valid for one timetable period. It is published four months ahead of the expiry of the deadline for submission of capacity requests that is 12 months ahead of the timetable period. The Network Statement 2013 is intended for the timetable period 2013, that is, for the period 9.12.2012-7.12.2013. The Network Statement for the timetable period 2014 will be published by 7.12.2012 at the latest.

1.6.2 Updating Process

If information contained in item 1.3 changes, Finnish Transport Agency will publish the changes in Finlex website **http://www.finlex.fi** and Network Statement website **http://www.liikennevirasto.fi.**

The Appendix 11 of the Network Statement presents an estimate of the railway work that is to be done during the timetable period 2013 and which may affect traffic. The working programme, timing of tasks and the required railway work will change as the funding and plans become more focused. The Finnish Transport Agency will publish the list of railway work and maintain an updated version of the document on the Finnish Transport Agency's website **http://www.liikennevirasto.fi.**

The text and appendices of the Network Statement may be updated once the printed version has been published. Sections that have been updated will be mentioned in the text and appendices. The updates will be made available on the Network Statement website **http://www.liikennevirasto.fi.**

1.7 Publishing

The Network Statement is published in three languages: Finnish, Swedish and English. If any discrepancies are found between the different language versions, the Finnish language version will prevail. The Finnish version of the Network Statement can be obtained in printed form from the Finnish Transport Agency and all language versions are available in PDF format on the Finnish Transport Agency's website **http://www.liikennevirasto.fi**.

Development plans for the rail network for 2012–2015 are presented in Finnish Transport Agency's action plan (TTS). Statistics concerning the rail network and railway traffic are presented in the annually published Finnish Railway Statistics.

1.8 Contacts

Finnish Transport Agency

The Finnish Transport Agency operates under the auspices of the Ministry of Transport and Communications, assuming responsibility for maintaining and developing the state rail network, allocating rail capacity, conducting traffic control and directing traffic. The Finnish Transport Agency is also responsible for maintaining roads and developing and safeguarding the operating prerequisites of merchant shipping and other forms of waterborne traffic.

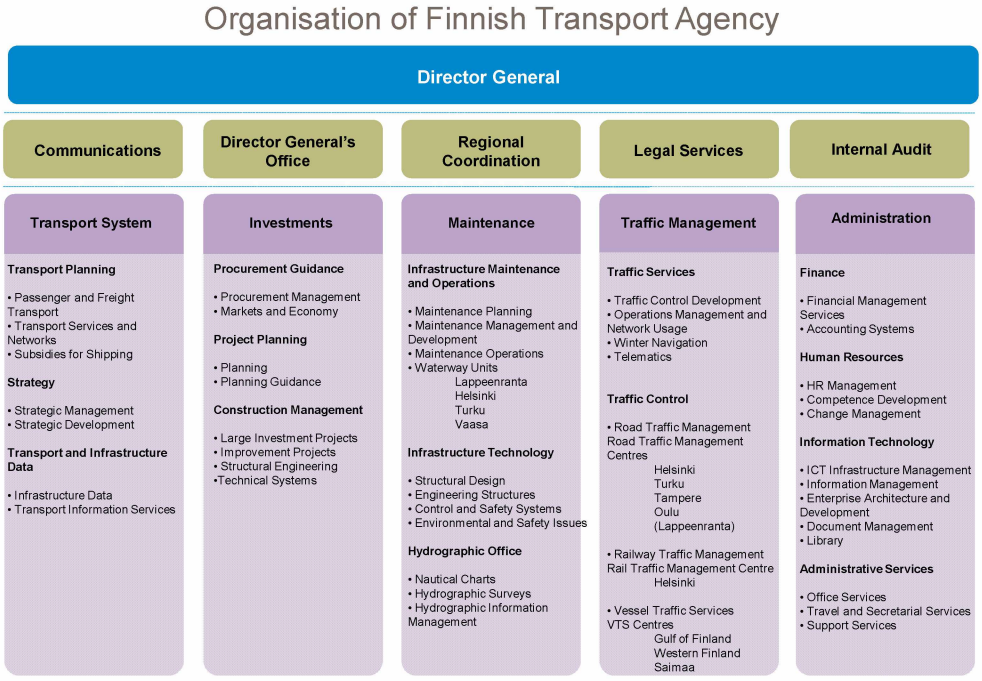

Figure 1. Finnish Transport Agency's organisational chart.

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FI-00521 HELSINKI
FINLAND
E-mail: kirjaamo(at)liikennevirasto.fi
Internet: **http://www.liikennevirasto.fi**

On matters regarding entering the market or railway traffic, e-mail can be sent to oss(at)liikennevirasto.fi.
Other contact information can be found on Finnish Transport Agency's website **http://www.liikennevirasto.fi**.

Ministry of Transport and Communications
PO Box 31 (street address: Eteläesplanadi 16-18)
FI-00023 VALTIONEUVOSTO
FINLAND
E-mail: kirjaamo(at)lvm.fi
Internet: **http://www.lvm.fi**

Finnish Transport Safety Agency

The Finnish Transport Safety Agency is charged with monitoring and developing railway safety and issuing instructions and regulations relating to flight and aviation safety as well as promoting road traffic safety and improving vehicle traffic information services. The Finnish Transport Safety Agency is also responsible for safety matters in connection with merchant shipping and other waterborne traffic.

Finnish Transport Safety Agency
P.O. Box 320 (Street Address: Kumpulantie 9)
FI-00101 HELSINKI
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E-mail: kirjaamo(at)trafi.fi
Internet: **http://www.trafi.fi**

Finnish Competition Authority

The Finnish Competition Authority operates under the Ministry of Employment and the Economy. Its objective is to protect sound and effective economic competition and increase economic efficiency by promoting competition and abolishing competition restraints.

P.O. Box 332 (street address: Pitkänsillanranta 3 A)
FI-00531 HELSINKI
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E-mail: kirjaamo(at)kilpailuvirasto.fi
Internet: **http://www.kilpailuvirasto.fi**

1.9 RailNetEurope - International co-operation between Infrastructure Managers

RailNetEurope (RNE) was created in January 2004. As a non-profit making association of Infrastructure Managers and Allocation Bodies (IMs/ABs), it is dedicated to facilitating International Traffic on the European Rail Infrastructure.

RNE's aims are to provide support to Railway Undertakings (RUs) in their international activities (both for freight and passengers) and increase the efficiency of the IMs' processes. Together, the Members of RailNetEurope are harmonising international rail transport conditions and introducing a corporate approach to promote the European railway business for the benefit of the entire rail industry across Europe.

RNE's tasks are carried out by four standing working groups and by ad-hoc project groups co-ordinated by the RNE Joint Office, which is based in Vienna, Austria.

Currently, RailNetEurope is a partnership of 38 IMs/ABs, who are either full or associated members, or candidate members. All in all their rail networks add up to well over 230 000 km.

In its daily work, RailNetEurope strives to simplify, harmonise and optimise international rail processes such as:

- Europe-wide timetabling, common marketing & sales approaches (including Network Statements),
- co-operation between IMs in the field of operations,
- train information exchange in real time across borders,
- after-sales services (e.g. reporting).

1.9.1 One Stop Shop (OSS)

RNE has established one OSS contact point in every member country. Each customer can choose its favorite OSS contact point for all its needs regarding international rail services.

From the initial questions related to network access to international path requests and performance review after a train run – all these issues and more are handled by one contact point for the whole international train journey at the customers' convenience.

Customers of RNE Members who run international rail services can therefore make use of the RNE One Stop Shop's bundle of services:

- A network of contact points guiding customers through the whole range of procedures: gaining network access, planning of efficient international rail transport, international train path management (ITPM) and performance review after train operation. Response times have been standardised at a customer-friendly level – the attainment of these service levels is currently being tested.
- OSS experts drawn from sales and timetabling merge their expertise in these fields to serve customers together with the OSS contact points.
- IT tools further assist applicants by giving price estimates for rail infrastructure use, by coordinating international train path ordering and supply processes, and by tracking & tracing international trains in real time.

A list of OSS contact persons is available at RailNetEurope's Internet pages at **http://www.railneteurope.com**.

Network Statements of Other Countries

Internet addresses of Network Statements published by other rail network administrators are listed in Appendix 14.

1.9.2 RNE Tools

Path Coordination System (PCS)

PCS is a web application provided by RNE to Infrastructure Managers (IMs), Allocation Bodies (ABs) and Path Applicants, which handles the communication and co-ordination processes for international path requests and path offers. Furthermore PCS assists Railway Undertakings (RUs) and Applicants in their pre-co-ordination

tasks related to train path studies and international train path requests. In short, the PCS tool reflects RNE's OSS (One Stop Shop) philosophy of providing support to business processes and daily activities.

The RNE Path Coordination System (PCS) is being used for approximately 95% of all international path requests in the passenger business.

A major improvement for the use of PCS in the freight business was achieved in 2008: the 'PCS Integration Platform' – the new module for enhanced communication with the national systems of IMs/ABs and RUs – was developed and implemented. Thus RNE provides a new, direct communication channel between PCS and the domestic systems of RUs and IMs/ABs allowing two-way data interchange. With this module, one of the major obstacles to the use of PCSin the freight business has been eliminated: RUs and IMs/ABs no longer have to provide the same information about an international train path request twice (once in the national system and once in PCS) – it is now possible to automatically synchronize the international train path request data between national systems and PCS. To benefit from this improvement, IMs/ABs and RUs have to connect their domestic systems to the Integration Platform.

For more information, please visit the PCS website: **http://www.pfnds.org** or write to the helpdesk: **support.pcs(at)rne.eu**.

Charging Information System (CIS)

CIS (Charging Information System) is RNE's international access charge estimation tool, designed to provide customers with pricing information. A web-based umbrella system for the various national rail infrastructure charging systems, it can calculate the price for the use of international train paths within seconds, 24 hours per day. Including charges for train paths, station fees and shunting fees.

The current objective of CIS's development is to align the information provided by CIS with the information in the Network Statements.

The CIS website is at **www.eicis.com** and the helpdesk may be contacted by e-mail: **support. cis@rne.eu.**

Train Information System (TIS)

TIS is an easy-to-use, web-based application which visualizes international trains from origin to destination. It supports international train management by delivering data concerning international passenger and freight trains along RNE corridors. TIS does not deal with national train services.

TIS delivers real-time train data directly to the users via Internet and generates reports based on historical data. The two TISproducts are based on the same raw data:

- the real-time train information overview gather, centralizes and publishes information on train running on most of the RNE rail corridors (in a growing number of countries, incl. Austria, Belgium, France, Germany, Italy, Luxembourg, the Netherlands, Slovenia and Switzerland), such as:
    - current and past train location
    - agreed daily timetable information

  - delay information + reasons for delay
- the reporting function enables the monitoring of train and delay information over a given period of time.

In addition a third TIS product is planned which will enable real-time data exchange between IMs and RUs using the TAF TSI format.

TIS was chosen as supporting tool for the European Performance Regime (EPR), which is a joint RNE-UIC project.

TIS may be accessed via **https://www.europtirails.eu**. The Helpdesk may be contacted by e-mail: support.tis(at)rne.eu.

1.10 Glossary

Coordination refers to a procedure by which Finnish Transport Agency and the applicants attempt to solve situations where there are competing requests for rail capacity.

Engaging in railway traffic refers to the traffic conducted by a railway undertaking, traffic related to railway maintenance, traffic conducted by a museum train operator, a company or other association under private law whose main activity is some other than operating railway traffic, or the railway infrastructure manager on the rail network.

Infrastructure maintenance refers to construction, maintenance and development of tracks, of structures, equipment and systems connected with them, as well as of real property needed for infrastructure maintenance.

LIIKE is a data system for requesting rail capacity.

LIMO refers to the Finnish Transport Safety Agency orders and instruction on rolling stock.

Museum train traffic refers to traffic operated on a small scale on the rail network by a non-profit association with museum trains. Museum train refers to a stock registered as a museum train on the Finnish Transport Safety Agency's stock register.

Private siding refers to a track other than track owned by Finnish Transport Agency.

Rail capacity refers to the capacity of a train path to carry train traffic over a particular period and depending on the characteristics of the rail network.

Rail Network Description refers to the technical characteristics of the Finnish rail network. The information published on the description is up-to-date on the date of publication, and describe the current state. Rail Network Description is published at least twice a year, at the beginning of June and December, on Finnish Transport Agency's website.

Railway undertaking refers to a company or other association, either public or under private law, whose main activity is to operate rail passenger or freight traffic. The company must have an appropriate operating licence issued in the European Economic Area and it is obliged to provide traction services. Undertakings providing only traction services are also regarded as railway undertakings.

Ratapurkki is a data warehouse for railway data, which provides information about railway infrastructure for companies and data systems in the railway sector. The user interface is a browser, through which data can be searched via a map or through database reporting.

RATO refers to railway track's technical instructions, which include basic information on development, inspection and maintenance of a track and its equipment. RATO is based on the provisions issued by the Finnish Transport Safety Agency. RATO is published by the Finnish Transport Agency.

The Advance Information System (ETJ) is a system, which includes the advance plans of railway work and information on changes affecting traffic. Otherwise, these would have to be delivered by a traffic control message.

Traffic control is the management of traffic on individual train paths. In addition traffic control duties include issuing permits and notices required for train traffic. Traffic control also includes protecting the railway work areas, issuing permits for railway work and receiving information on the termination of such work. If so required due to the volume of traffic and safety apparatus a signals or turnout worker, shunting foreman, locomotive driver or a worker responsible for the safety of work done near the tracks or other person appointed in due order for the task may participate in traffic control to the extent required by their task.

TURO refers to safety instructions in track maintenance. The Finnish Transport Agency publishes the instructions on its website.

Railway infrastructure manager refers to the Finnish Transport Agency or a railway infrastructure manager of a private siding, on which the Railway Act (304/2011) is applied.

Other, more detailed, definitions can be found in RATO (Railway track technical instructions).

(Kuva: Markku Nummelin)

2 Access Conditions

2.1 Introduction

Access requirements to the rail network are listed in this chapter. The prerequisites for operating railway traffic are an operating licence, safety certificate, allocated capacity and an access contract. In addition, for example, the rolling stock acceptance process and traffic safety staff qualifications are described in this chapter.

2.2 General Access Requirements

The legal framework of access to infrastructure is described in the Railway Act (304/2011). The provisions and instructions issued by the Finnish Transport Safety Agency and Finnish Transport Agency shall be observed on the state-owned rail network. Information on the instructions issued by the Finnish Transport Safety Agency currently in force is available from the Finlex Data Bank, **http://www.finlex.fi**. Provisions issued by the Finnish Transport Agency are available on the Finnish Transport Agency's website.

The Act on safety and interoperability of the rail system (372/2011) lays down, for example, the essential requirements for the rail system. The essential requirements can be supplemented with separate provisions.

ATP locomotive equipment must be used in train traffic or, if operating without ATP locomotive equipment, an exceptional permit as referred to in section 76 of the Railway Act (304/2011) is compulsory. The Finnish Transport Safety Agency may grant an exceptional permit provided that it does not endanger the safety of the railway system. In cases concerning the use of ATP locomotive equipment, a fixed-term exceptional permit may be granted if the case involves a need for exceptional and temporary train operation or if ATP locomotive equipment or spare parts are not available. An exceptional permit may not be granted for a train unit or locomotive which is used in passenger or commercial freight traffic, when it is not directly connected with track maintenance. ATP locomotive equipment is not required in stock that is used for shunting only. Museum stock can be operated on part of the rail network without automatic train safety equipment. The sections of line, on which the automatic train safety equipment is obligatory, are listed in Finnish Transport Safety Agency's museum train traffic regulation (RVI/295/411/2008). Further information is given by the Finnish Transport Safety Agency.

2.2.1 General Requirements for Operating Railway Traffic

Operation of rail traffic on the state-owned rail network requires that the railway undertaking meet the following conditions:

1. The railway undertaking or international grouping of railway undertakings shall have an operating licence in accordance with the Railway Act or a corresponding operating licence issued in the European Economic Area.

2. The railway undertaking shall have a safety certificate in accordance with the Railway Act, issued or approved by the Finnish Transport Safety Agency, which covers all the train paths on which traffic will be operated.

3. Capacity in accordance with the Railway Act has been allocated to the railway undertaking for its traffic.

4. The railway undertaking shall make an access contract with Finnish Transport Agency on necessary practical arrangements concerning the operating of railway traffic.

5. Other conditions for operating rail traffic, laid down in or under the Railway Act are in all respects fulfilled.

Access conditions and phases for entering the market are presented in Figure 2.

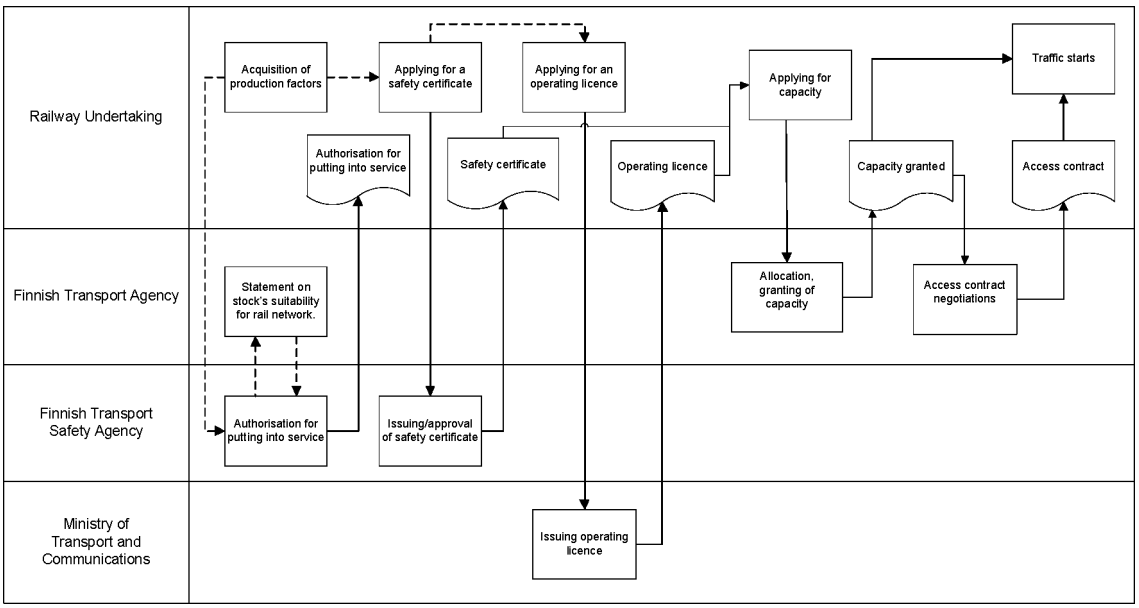


Figure 2. Phases for engering the market.

Museum Traffic

The same requirements described in this Network Statement are applied to museum train traffic as to other rail traffic, except with regard to the operating licence. The law provides that a museum traffic operator must have a safety certificate granted by the Finnish Transport Safety Agency. The safety certificate will be granted upon application for a maximum of five years at a time. The prerequisites in order to be granted a safety certificate are presented in chapter 2.2.4.

Capacity may be requested only as ad hoc capacity. Finnish Transport Agency has drawn up instructions for museum train traffic operators for attending to certain matters regarding access to the network.

ATP locomotive equipment must be used in train traffic or, if operating without ATP locomotive equipment, an exceptional permit as referred to in section 76 of the Railway Act (304/2011) is compulsory. The Finnish Transport Safety Agency may

grant an exceptional permit provided that it does not endanger the safety of the railway system. In cases concerning the use of ATP locomotive equipment, a fixed-term exceptional permit may be granted if the case involves a need for exceptional and temporary train operation or if ATP locomotive equipment or spare parts are not available. An exceptional permit may not be granted for a train unit or locomotive which is used in passenger or commercial freight traffic, when it is not directly connected with track maintenance. ATP locomotive equipment is not required in stock that is used for shunting only. Museum stock can be operated on part of the rail network without automatic train safety equipment. The sections of line, on which the automatic train safety equipment is obligatory, are listed in Finnish Transport Safety Agency's museum train traffic regulation (RVI/295/411/2008). Further information can be obtained from the Finnish Transport Safety Agency.

2.2.2 General Requirements for Access to the Rail Network

The following railway undertakings or international groupings of railway undertakings may access the state rail network to operate train traffic.

1. the railway undertakings and international groupings of railway undertakings referred to in the Railway Act providing domestic freight services or passenger services in international rail traffic between states belonging to the European Economic Area

2. the rail transport operating subsidiary of the limited company referred to in the Act on the Incorporation of the Finnish State Railways (20/1995) (VR-Group) for providing services in domestic passenger traffic, as well as in traffic between Finland and Russia.

These railway undertakings and international groupings of railway undertakings may use the rail network in accordance with the Railway Act and the traffic operating points on the state-owned rail network for their traffic operating on separately agreed conditions (access contract). Other undertakings or associations may also use individual traffic operating points on the rail network for their rail services, provided that this traffic serves a private siding connected to a traffic operating point and that an agreement on traffic operating has been made with Finnish Transport Agency.

2.2.3 Operating Licence

The Ministry of Transport and Communications issues an operating licence for the operation of rail traffic to applicants established in Finland. The granted operating licence is valid for the time being and the Ministry reviews the operating licence and its conditions every five years. An operating licence issued in one state belonging to the European Economic Area is valid throughout the territory of the European Economic Area. An operating licence granted elsewhere must be delivered to the Ministry of Transport and Communications for information.

The prerequisite for granting the operating licence is that the main activity of the undertaking is to operate rail traffic. The undertaking must also have a safety certificate issued or approved by the Finnish Transport Safety Agency, a solid financial standing, a competent management team and a sufficient liability insurance. The application for an operating licence is delivered to the Ministry of Transport and Communications.

2.2.4 Safety Certificate

The safety certificate is issued by the national safety authority. In Finland, it is issued by the Finnish Transport Safety Agency.

If a railway undertaking has been granted part A of the safety certificate in another country belonging to the European Economic Area, it must apply to the Finnish Transport Safety Agency for part B of the safety certificate before it can commence train operations or track maintenance in Finland.

The safety certificate will be granted or approved for a maximum of five years at a time. The railway undertaking must apply for a new safety certificate as soon as its old certificate is no longer valid.

The safety certificate comprises two parts. Part A approves the safety management system, while part B accepts the documents and arrangements that the holder of the safety certificate has issued and put in place that indicates that the set requirements are fulfilled. The purpose of the safety certificate is to ensure that the applicant fulfills the safety requirements for its operations and that the undertaking has the necessary qualifications to operate safely on the rail network. These requirements are presented in the Railway Act. It is also possible to include other requirements in the safety certificate regarding railway safety. The purpose of these requirements is to ensure railway safety while taking into consideration the nature and scope of the railway traffic of the applicant. The aforementioned requirements are presented in more detail and explained in the instructions on how to apply for a safety certificate drawn up by the Finnish Transport Safety Agency.

The Finnish Transport Safety Agency requires information on:

- the applicant's safety management system's compliance with regulations
- the applicant proves that it fulfils *those* rules and regulations on the use of the rail network that concern that part of the network where it intends to operate or engage in traffic operation and the applicant shows that it can safeguard compliance with the rules and regulations,
- the applicant proves that its staff groups and the staff groups of the subcontractor that it uses are appropriately trained and competent in their duties in accordance with the relevant regulations [concerning the network];
- the applicant proves that the rolling stock that it uses complies with the relevant regulations [concerning the network] and that the maintenance and servicing of the rolling stock are in order.

The Finnish Transport Safety Agency has drawn up instructions on how to apply for a safety certificate. The form used to apply for the safety certificate can be obtained from the Finnish Transport Safety Agency. The written application shall be submitted to the Finnish Transport Safety Agency. The Finnish Transport Safety Agency shall consider the application and if necessary request further information. The Finnish Transport Safety Agency shall decide on the issuance or approval of the safety certificate within four months after the request has been filed. However, the matter shall be resolved within twelve months of the application even if all the necessary information has not been lodged. The Finnish Transport Safety Agency may grant a safety certificate for the entire state rail network or individual train paths. If the rules or regulations on the safety of the railway system are essentially amended, the Finnish Transport Safety agency may review the certificate or part thereof. If the

operation of the holder of the safety certificate alters essentially in nature or extent, it shall re-apply for approval of the safety certificate insofar as the change has an effect on the terms and conditions of the safety certificate.

2.2.5 Cover of liabilities

A rail transport operator shall have sufficient liability insurance or other corresponding arrangement in case of such damage incurred by a party due to rail transport operations for which the operator is by law or contract responsible. The nature and scope of operations and risks related to the operations must be taken into account in evaluating the sufficiency of the insurance or a similar arrangement. The insurance or other corresponding arrangement shall be in force for the duration of the entire period during which rail transport is operated. The Finnish Transport Safety Agency has issued a recommendation regarding the insurance.

2.3 General Business Conditions

2.3.1 Framework Agreement

Finnish Transport Agency may make a framework agreement on the use of capacity with applicants for capacity. The purpose of such an agreement is to specify the characteristics of the capacity requested by the applicant. The framework agreement does not, however, entitle the applicant to obtain such capacity as is specified in the agreement.

Railway undertakings shall request the capacity specified in the framework agreement for each timetable period separately. If requested, Finnish Transport Agency allocates the capacity specified in the framework agreement following the procedure laid down in the Railway Act. Correspondingly, the access contract shall be concluded for each timetable period separately regardless of the framework agreement. The framework agreement does not, however, impede the application of the provisions of the Railway Act to other applicants for capacity.

The framework agreement is made for a maximum of five years. For special reasons, Finnish Transport Agency may, however, also conclude framework agreements for a longer period. Conclusion of an agreement for more than five years can, however, be justified only by contracts, special investments or special business risks connected with the transport business of the party with which the agreement is concluded, as well as by the large-scale and long-term investments of the party with which the agreement is concluded or the contractual obligations connected with such activities.

2.3.2 Access Contracts

Railway undertaking shall make an access contract with Finnish Transport Agency on the use of necessary services with regard to the state rail network and operating railway traffic. These services include, for example, the use of marshalling yards, storage sidings and other tracks, as well as use of traffic control services. It is also possible to agree on other practical arrangements concerning railway traffic operations.

The railway traffic operator shall contact Finnish Transport Agency to prepare the access contract and contractual negotiations as early as possible, preferably before applying for capacity. Finnish Transport Agency makes this contract with each licence holder while taking into account the nature and scale of capacity allocated. The access contract is made for each timetable period and can be changed if decisions made during the timetable period concerning the allocation of capacity or other facts, for example, concerning the condition of the rail network so require. The access contract can only be concluded after all conditions stipulated in the Railway Act for operating railway traffic have been fulfilled. After the contract has been concluded, traffic may begin.

2.4 Operational Rules and legislative information

Operational rules drafted by Finnish Transport Agency can be viewed on the Finnish Transport Agency website and legislative information on the Finlex website.

2.5 Exceptional Transport

Traffic restrictions are dealt with in item 3.4 and in Appendix 6. Regulations concerning railway traffic and rolling stock can be viewed on the Finlex website and other instructions on the Finnish Transport Safety Agency's website **http://www.trafi.fi**. Other provisions can be viewed on the Finnish Transport Agency website http://www.liikennevirasto.fi.

An exceptional transport permit is granted by the Finnish Transport Agency. More information can be found from the Rail Network Description and appendix 6.

2.6 Dangerous Goods

Transport of dangerous goods is dealt with in item 3.4.3. Regulations concerning railway traffic and rolling stock can be viewed on the Finlex website and other instructions on the Finnish Transport Safety Agency website

2.7 Rolling Stock Acceptance Process Guidelines

An authorisation issued by the Finnish Transport Safety Agency is required for placing rolling stock in service. This authorisation can be issued for rolling stock that meets the requirements valid in Finland, which is laid down in legislation.

The requirements are based on the interoperability requirements for the rail system in accordance with Community law and the Finnish Transport Safety Agency has issued complementary and more detailed instructions. Conformity can be proved by the EC Declaration of Conformity or a corresponding declaration issued within the European

Economic Area. Before issuing the authorisation, the Finnish Transport Safety Agency will ask for the Finnish Transport Agency's statement on stock type's or unit's suitability for rail network, in order to define possible restrictions.

The Finnish Transport Safety Agency maintains a register monitoring the validity and traffic safety of rolling stock. The purpose is to promote railway system safety and identify rolling stock. The rolling stock is recorded in a register maintained by the Finnish Transport Safety Agency, if the rolling stock has been granted a commissioning licence in Finland. Rolling stock that will be used on the state's rail network and has been granted a commissioning licence elsewhere within the European Economic Area or in a country outside the EEA must also be recorded in the register. Any rolling stock used on private sidings will also be recorded in the register.

The Finnish Transport Safety Agency can also register rolling stock for a limited time upon request. A fixed-period registration is also possible for any rolling stock that has been granted a commissioning licence in another country, if it has been granted a commissioning licence in Finland and is used on the state's rail network only temporarily.

The rolling stock register must include information on the owner, holder and renter of the rolling stock. The more detailed regulations on related information on other rolling stock to be recorded in the register will be set forth in a Council of State decree.

With regards to any rolling stock used for rail traffic between Finland and Russia, the register must include information on the vehicle owner or renter, any possible limitations on the vehicle use and information on the vehicle's maintenance plan in so far as is essential to the vehicle safety.

The Finnish Transport Safety Agency provides more detailed information about the requirements and other matters related rolling stock.

As from 1 January 2010, the Finnish Transport Agency shall approve any rolling stock that is used solely for track work. If the stock at any point is used as a train or for shunting, it shall be approved by the Finnish Transport Safety Agency.

2.8 Staff Acceptance Process

Traffic safety staff shall meet the health, training and other qualification requirements laid down in Finnish legislation. Specific provisions on qualifications are laid down in the Traffic Safety Tasks Act which came into force on 1.1.2010 (1664/2009). The Act lays down qualification requirements for personnel working with traffic safety tasks which have a direct impact on rail traffic safety. Those working in these tasks shall also meet the Finnish Transport Safety Agency requirements concerning health, training and other qualifications. The qualification requirements vary depending on the job.

Before the Finnish Transport Safety Agency issues or approves a safety certificate, the railway undertaking or museum traffic operator shall provide it with information on the qualifications of its traffic safety staff. If necessary, the Finnish Transport

Safety Agency may upon issuing the safety certificate examine in other ways and in more detail whether a person or persons employed by the railway traffic operator or otherwise connected to his or her operation meets the set qualifications.

(Photo: Markku Nummelin)

3 Infrastructure

3.1 Introduction

The infrastructure refers to the state-owned rail network managed by Finnish Transport Agency. Finnish Transport Agency is responsible for infrastructure maintenance that is, for the construction and maintenance of tracks, of structures and equipment connected with them, as well as of real property needed for infrastructure maintenance.

3.2 Extent of Network

3.2.1 Limits

The available network is presented graphically in Figure 3 (state-owned rail network in the beginning of timetable period 2013) and in Appendix 1 (Infrastructure Register).

The following line sections are closed to traffic:
- Kankaanpää–Niinisalo
- Kihniö–Aitoneva
- Pesiökylä–Taivalkoski
- Kolari–Äkäsjoki
- Niesa–Rautuvaara
- Kiukainen–Säkylä
- Isokylä-Kelloselkä

Maintenance has been cancelled until further notice:
- Lautiosaari – Elijärvi

All changes will be published on the Finnish Transport Agency website at **http://www.liikennevirasto.fi**.

3.2.2 Connected Rail Networks

There is a rail connection from Finland to Sweden via Tornio. The main outlines of traffic operating on the Tornio–Haaparanta line section are presented in Appendix 3. The Swedish infrastructure manager is Trafikverket.

Appendix 3 will be updated. The updated appendix will be published on the Network Statement website and Finlex.

A rail connection exists from Finland to Russia via Vainikkala, Imatrankoski, Niirala and Vartius. Rail traffic between Finland and Russia is based on the Rail Traffic Agreement between Finland and Russia. Traffic between Finland and Russia is not international traffic within the European Economic Area. Only VR-Group Ltd has access to the Finnish rail network in traffic between Finland and Russia.

3.3 Network Description

3.3.1 Geographic Identification

3.3.1.1 Track Typologies

The network is presented in Figure 3 (rail network map) and in the infrastructure register (Appendix 1).

3.3.1.2 Track Gauges

The nominal track gauge on the rail network 1,524 mm. The speed-dependent limit values for the track gauge are indicated in the Finnish Transport Safety Agency's provision called "Määräys radan rakenteesta ja kunnossapidosta" (Trafi/14473/ 03.04.02.00/2010). The provision is available from the Finlex Data Bank, **http://www.finlex.fi**.

3.3.1.3 Stations and Nodes

The available traffic operating points (stations) are presented in Figure 4 (rail traffic operating points) and in Appendix 2 (Rail Traffic Operating Point Register).

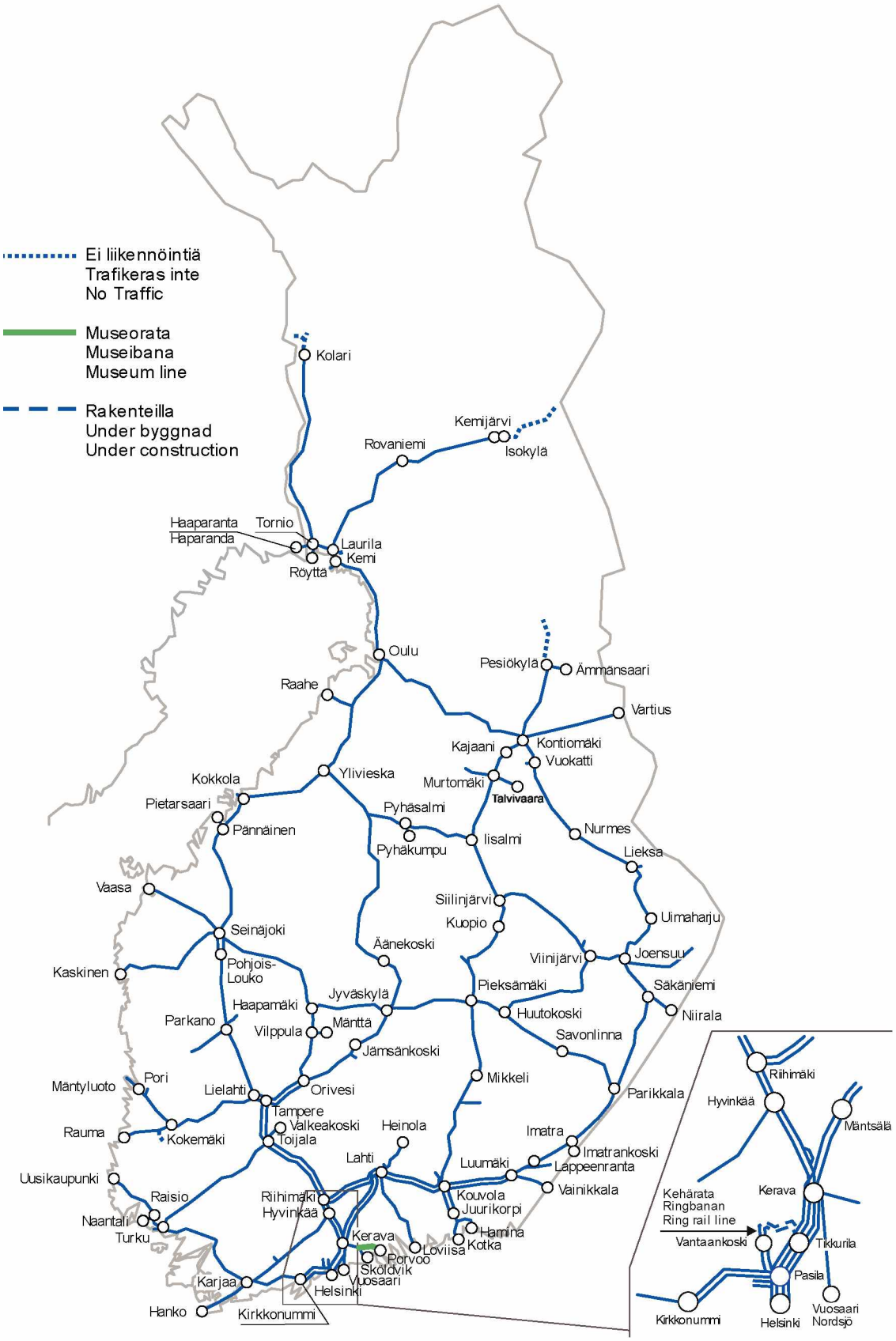


Figure 3. State-owned rail network at the beginning of timetable period 2013.

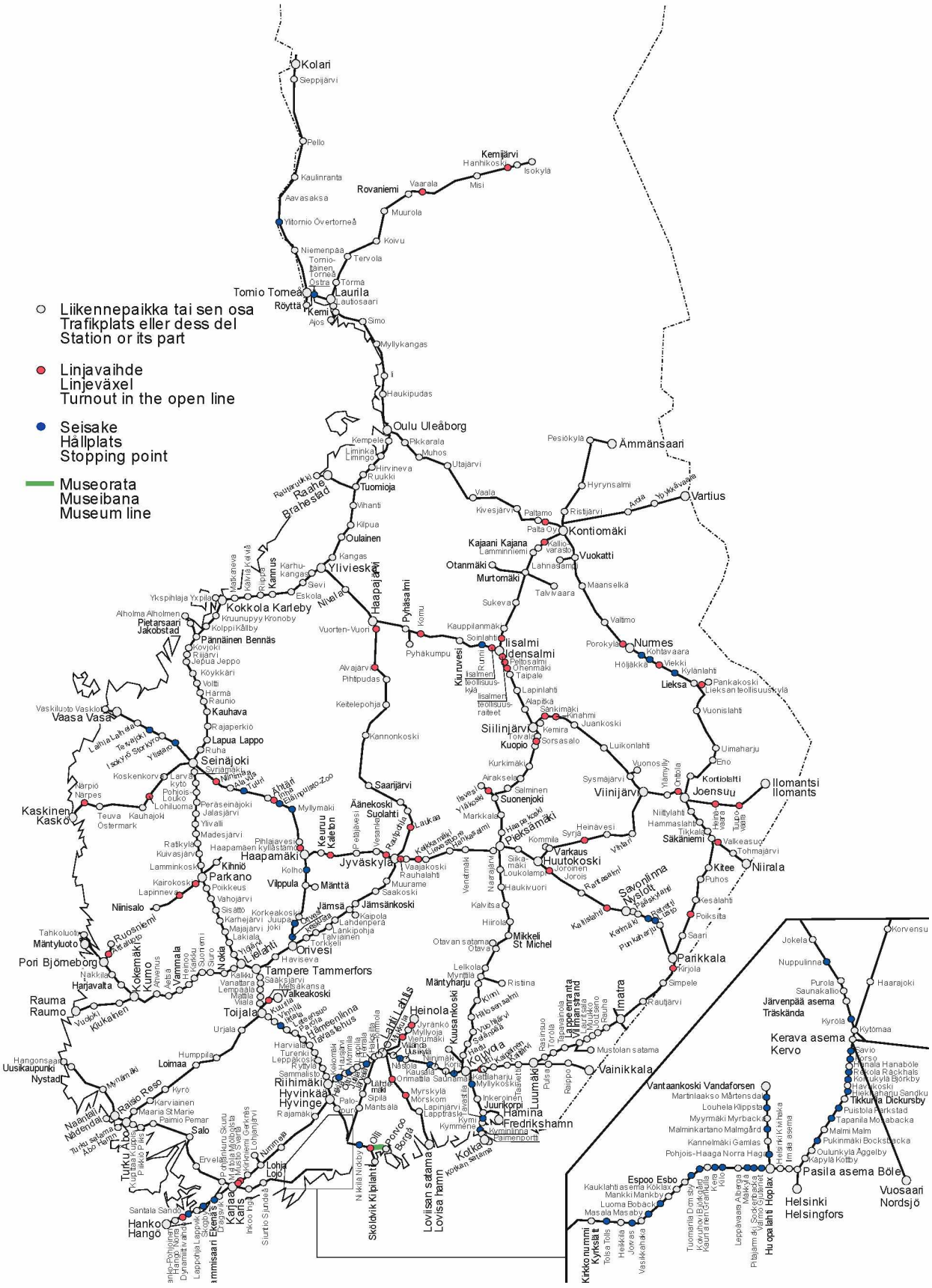


Figure 4. Traffic operating points on the state-owned rail network at the beginning of timetable period 2013.

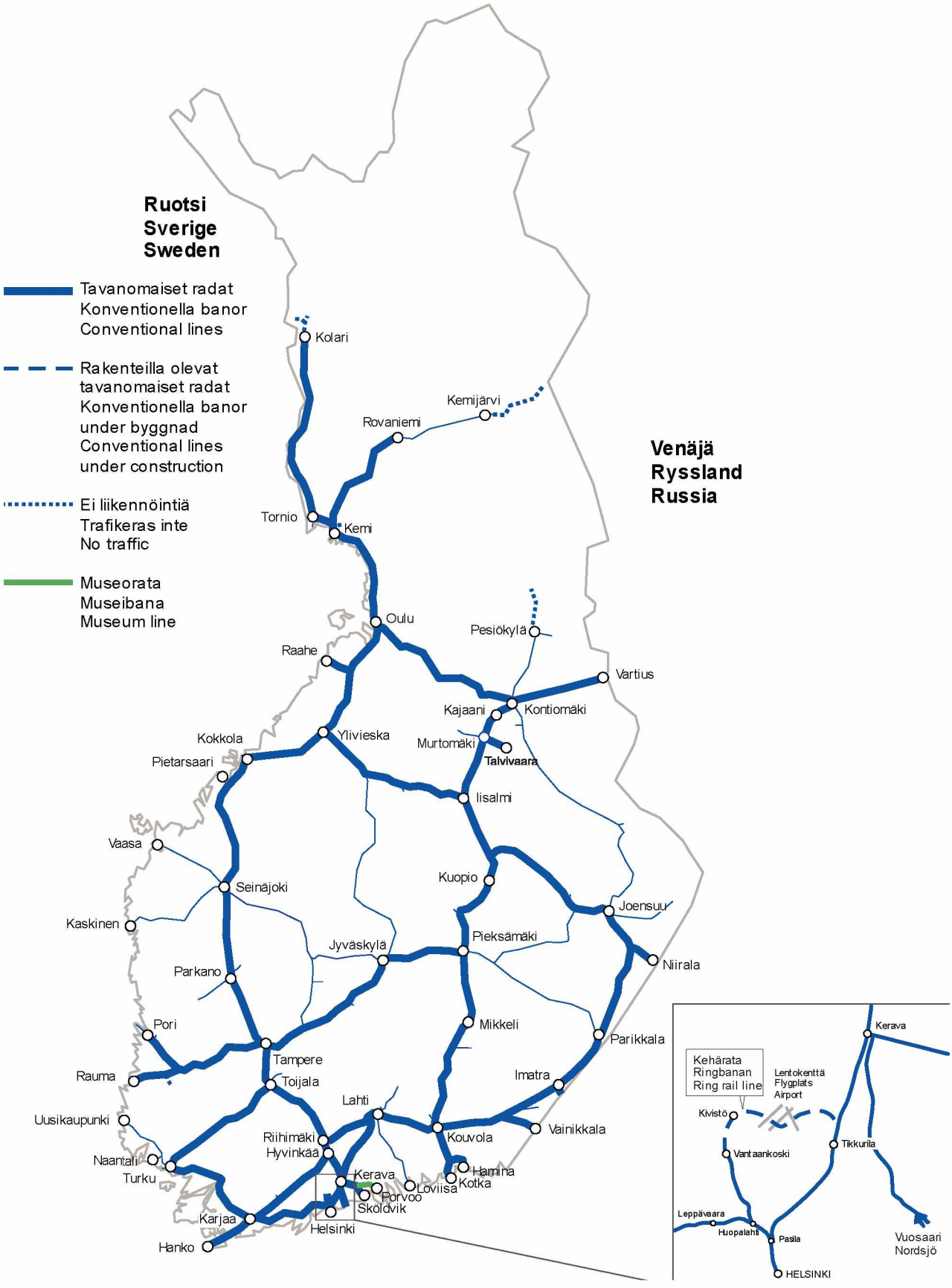


Figure 5. Trans-European rail network in Finland (The Finnish TEN network).

3.3.2 Capabilities

3.3.2.1 Loading Gauge

The loading gauge (KU) in Appendix 4, and the structure gauge (ATU) in Appendix 5, are used throughout the state-owned rail network. On private industrial sidings, there may be both loading and structure gauge limitations, which railway undertakings shall clarify separately for carrying out transportation.

The vehicle gauge (LKU) is specified in the Finnish Transport Safety Agency's LIMO publication, point 1 "Yleiset määräykset" (General rules).

3.3.2.2 Weight Limits

Axle Loads

22.5 ton axle loads are permitted on most of the rail network. The maximum permitted axle loads per section of line are indicated in Appendix 6 (Superstructure Categories, EN Categories Derived from the Superstructure Categories and Permitted Speeds for Different Axle Loads). The same appendix specifies the axle loads and restrictions in connection with overweight loads and the wagons used in the rail connection to the east.

Metre Loads

The permitted metre load of rolling stock throughout the state-owned rail network is 8.0 tons/m.

3.3.2.3 Line Gradients

The maximum gradient is 20 mm/m on the main lines and 22.5 mm on the secondary lines. The maximum gradient of sections of line measured over a distance of 1,200 metres is presented in Appendix 1 (Infrastructure Register).

3.3.2.4 Line Speeds

The maximum speed is 220 km/h for passenger trains and 120 km/h for freight trains. The speeds permitted for passenger and freight trains on the rail network are indicated in Appendix 6 (Superstructure Categories, EN Categories Derived from the Superstructure Categories and Permitted Speeds for Different Axle Loads).

3.3.2.5 Maximum Train Lengths

The maximum train length permitted on a line section shall be such that trains can also use secondary tracks at the traffic operating points. Trains need not, however, be capable of using all secondary tracks at all traffic operating points. The train lengths used for dimensioning line sections are 550, 625, 725, 825 and 925 metres. The longest secondary tracks at each traffic operating points are indicated in Appendix 2 (Rail Traffic Operating Point Register).

3.3.2.6 Power Supply

The nominal voltage of the electrification is 25 kV/50 Hz AC. On all electrified lines, power is taken from the contact line above the track. One or both of the running rails and return conductors form a return circuit. The neutral sections will be located at the overhead line near substations. Rolling stock cannot collect current from these neutral sections. The main switch of electric locomotive or electric train must be opened at the neutral sections. The train is not allowed to stop at a neutral section.

The maximum zigzag of the contact wire is 400 mm. The contact wire height can vary from 5600 to 6500 mm. The normal height is 6150 mm the electrified line sections are indicated in Appendix 1 (Infrastructure Register).

The maximum power supply capacity of the overhead line for electrically hauled stock is 350-800 A. The available power is affected by the volume and position of stock using electric power at the same time in the power supply area.

For fixed installations, electrification is described in part 5 "Sähköistetty rata" (Electrified railway) of the Ratatekniset ohjeet (RATO) publication. Electrification for the electric equipment of rolling stock is described in the Finnish Transport Safety Agency's provision called "Rautatiekaluston sähköjärjestelmä" (RVI/376/411/2009) as well as in the LISO publication. The provision is available from the Finlex Data Bank, **http://www.finlex.fi**.

3.3.3 Traffic Control and Communications Systems

3.3.3.1 Signalling Systems

The signalling systems in use are indicated in Appendix 1 (Infrastructure Register) and graphically in Appendix 7 (Signalling Systems).

A line with section block is a line divided into block sections. Only one train may be in a block section at a time. Issues related to section blocks are presented in the Finnish Transport Safety Agency's provision called "Turvalaitteet rautatiejärjestelmässä" (RVI/873/410/2009) as well as in RATO publication, part 6 "Turvalaitteet" (Signalling systems). The provision is available from the Finlex Data Bank, **http://www.finlex.fi**.

3.3.3.2 Rolling Stock Monitoring Equipment

Hot box detectors have been placed on the rail network at 50 km intervals on line sections on which the maximum speed is or can be over 160 km/h. In addition hot box detectors have been placed near the busiest junction stations. A map of the location of the hot box detectors is presented in Appendix 7.

The wheel force measuring stations are situated in the vicinity of both the largest junction stations and the border stations for the rail connections to the east. The devices measure the static and dynamic load impact of the wheelset on the rail. Based on these measuring results, excess weight, uneven loading and certain defects in the wheel tread can be detected. The devices are installed in the track.

The camera systems for monitoring the condition of carbon strips in pantographs on electrically hauled stock have mainly been installed in bridges crossing the track. The monitoring points have been located near the junction stations so that the pantographs approaching the station can be checked either manually or automatically, based on the photos taken by the system.

Equipping the rolling stock with radio frequency identifiers (RFID) makes it possible to promptly allocate the monitoring information to the right stock unit and its maintenance manager.

3.3.3.3 Traffic Control Systems

The line sections equipped with an automated traffic control system are indicated in Appendix 1 (Infrastructure Register) and in Appendix 7 (Signalling Systems). The following automated traffic control systems are used: centralised traffic control and radio control. On the CTC- and radio-controlled lines, all routes are equipped with the remote control of points and routes. On the secondary, loading and storage sidings of these line sections, however, local route setting may also be necessary. On radio-controlled lines, routes shall be set locally if it is necessary to operate on secondary, loading or storage sidings.

Permission to depart is given either verbally or as a flash message to trains equipped with ATC on radio-controlled line sections. The permission to depart is sent to the locomotive driver's GSM or GSM-R phone.

3.3.3.4 Communications Systems

Traffic control, railway undertakings and contractors must use the RAILI network as their primary communications channel. Its key element is a GSM-R radio network, which complies with the technical railway interoperability specifications of the European Union. The GSM-R radio network will cover most of the state-owned rail network. Some track sections will remain outside the RAILI network. Detailed quality information can be found in the map of the RAILI network design standards and appendix 13. More information can be found on the Finnish Transport Agency's website at **http://www.liikennevirasto.fi**.

If RAILI network cannot be used for a technical reasons or poor GSM-R radio network reception, the parties must use other available phone or mobile phone networks. The traffic control, and also train drivers, shunting managers and persons responsible for the railway work must be informed of any faults preventing or hindering the use of RAILI network, and alternative contact information in accordance with the communications instructions.

In accordance with section 84 in the Railway Act, the RAILI Network may only be used for traffic safety communication. The Finnish Transport Agency makes sure that the railway traffic communication, the information generated by the safety equipment and all other information necessary for incident and accident investigations is recorded and stored so that it is protected against unlawful interference. The information must be destroyed as soon as it has served its purpose and is no longer required. The competent authority uses the recordings for accident and incident investigations.

The Finnish Transport Safety Agency sets regulations on, for example, traffic operation, railway work and communications. The valid regulations can be obtained at the Finlex Data Bank, **http://www.finlex.fi**.

Finnish Transport Agency provides working instructions that deal with traffic control, traffic operation, railway work and communications, and complement the regulations. The valid working instructions can be obtained at the Finnish Transport Agency website. Contact information for traffic control can be obtained at the Finnish Transport Agency Extranetsite.

Information of abnormal events or situations will be provided via the Advance Information System, maintained by Finnish Transport Agency, and through notifications given by the traffic control. Drivers and persons responsible for the railway work must have knowledge of the advance plans that are valid for the duration of the work/journey and in the working area/track sections of the journey. They must also have the contact information for the traffic control.

3.3.3.5 Other systems

Many of the larger stations have camera surveillance. The system allows traffic controllers to monitor the movement of trains and the Information Centre to observe the movement of passengers on platforms as well as the technical functioning of the information equipment. The Safety Centre is able to monitor passenger safety and control vandalism. Property maintenance, for its part, can use the system to check on the tidiness of platform areas and spot any need for maintenance work.

3.3.3.6 ATP Systems

Automatic train protection (ATP) is a system that controls the speed of a train.

ATP locomotive equipment must be used in train traffic or, if operating without ATP locomotive equipment, an exceptional permit as referred to in section 76 of the Railway Act (304/2011) is compulsory. The Finnish Transport Safety Agency may grant an exceptional permit provided that it does not endanger the safety of the railway system. In cases concerning the use of ATP locomotive equipment, a fixed-term exceptional permit may be granted if the case involves a need for exceptional and temporary train operation or if ATP locomotive equipment or spare parts are not available. An exceptional permit may not be granted for a train unit or locomotive which is used in passenger or commercial freight traffic, when it is not directly connected with track maintenance. ATP locomotive equipment is not required in stock that is used for shunting only. Further information can be obtained from the Finnish Transport Safety Agency.

3.4 Traffic Restrictions

3.4.1 Specialised Infrastructure

Finnish Transport Agency may designate a train path or a part of it as specialised infrastructure, if there are sufficiently alternative routes for other traffic. Specialised infrastructure refers to a train path or a part of it on which priority is given to the type

of traffic for which the infrastructure is specialised. So far Finnish Transport Agency has not designated any line section in Finland as specialised infrastructure.

3.4.2 Environmental Restrictions

The requirements laid down in the Finnish Transport Safety Agency's LIMO publication are applied when registering rolling stock. LIMO sets out general and special requirements for rolling stock concerning noise, vibration, electromagnetic interferences, emissions, environmentally dangerous substances and the use of recycled construction materials.

Vibration-related speed restrictions are imposed on parts of the railway line on sixteen line sections throughout Finland. The restrictions mainly apply to over 3,000 ton gross weight heavy trains (Appendix 8).

3.4.3 Dangerous Goods

3.4.3.1 Carriage by rail of dangerous goods

Safe transport and handling of goods classified as dangerous can only be achieved if all parties involved have a consistent understanding of the hazardous nature of the goods to be transported. Both national and international regulations have been issued in order to prevent damages and to alleviate the consequences of possible damages caused by the carriage of dangerous goods. In Finland two international regulations are applied, depending on the destination of the wagon (west or east).

No absolute restrictions have been imposed on the transport of dangerous goods if carried out according to the regulations. It is recommended that wagons loaded with dangerous goods should not be parked in densely populated or groundwater areas. The transport of dangerous goods on tracks with spike fastening or laid with 43 kg rails shall be avoided.

It is prescribed by Government decree that railway undertakings shall carry out a safety analysis for railway yards through which considerable quantities of dangerous goods are carried. The decree defines, for example, the following: The Finnish Transport Safety Agency defines those railway yards for which the safety analysis must be carried out. The Finnish Transport Agency may define the form of the safety analysis. The Finnish Transport Agency organises co-operation between railway companies in order to carry out the safety analysis. The safety analysis shall be submitted to the local rescue and environmental authorities for an opinion. The safety analysis shall be submitted to the Finnish Transport Agency, which delivers it further for approval. The safety plan is approved by the Finnish Transport Safety Agency.

3.4.3.2 Western and Domestic Traffic

Finland has signed the intergovernmental OTIF Convention (SopS 5/1985), which regulates international rail traffic.

Appendix B of the OTIF Convention lays down the provisions on the carriage by rail of dangerous goods (RID). As they stand, the RID regulations govern the international rail transportation of dangerous goods within the territories of member states that

have acceded to the OTIF Convention. Rail transport of dangerous goods within Finland is subject to the national statutes which enforce the RID framework directive (2008/68/EC) in Finland.

The Finnish internal regulations on frostproof structural material used for tank wagons, tank containers and plastic receptacles are more rigid than the RID regulations. In domestic traffic the required cold resistance level for these packages and tanks is -40 °C (RID: -20 °C). The decree of the Ministry of Transport and Communications also takes into account the requirements of the VOC directive (94/63/EC) concerning the recovery of vapours from petrol in connection with rail transport.

3.4.3.3 Eastern Traffic

The regulations on the transport of dangerous goods in railway transit traffic between Finland and Russia in Appendix No. 8 of the transport tariff of the Convention on the Railway Transit Traffic between Finland and the Soviet Union (Treaty Series of the Statute Book of Finland 1/1948) are applied in the transport of dangerous goods by rail between Finland and Russia as well as via Russia to the CSTO nations and from these to Finland. Transports in eastern traffic shall take place with railway wagons registered in Russia or in another CSTO nation. This agreement is still applied, even though the agreement in question is no longer in force.

The negotiations between Finland and Russia have continued for many years with the aim of reaching a new RID agreement on the transports of dangerous goods by rail between Finland and Russia. The appendix of the new RID convention is based on the regulations in appendix II of the 2009 SMGS agreement, which to a large extent correspond to the RID regulations included in the COTIF agreement, applied in the EU countries.

3.4.4 Tunnel Restrictions

There are tunnel restrictions on the Helsinki–Turku and Orivesi-Jyväskylä line sections. The restrictions are indicated in Appendix 9.

Only freight trains and rolling stock required in track work are allowed to operate in tunnels on the Vuosaari line. It is forbidden to take passengers through the tunnels on Vuosaari track. Only electric freight traffic is allowed. Individual diesel locomotive transfers are permitted.

In the Savio tunnel the locomotive and track work machinery must be equipped with an oxygen apparatus.

3.4.5 Bridge Restrictions

Bridge restrictions are described in Appendix 10.

3.4.6 Overweight load transport

Details concerning the axle loads and restrictions applicable to the carriage of overweight loads and wagons used in rail connections to the east can be found from

the publication Rataverkon kuvaus on the Finnish Transport Agency's website at **http://www.liikennevirasto.fi.**

3.5 Availability of the Infrastructure

Other restrictions than those listed in item 3.4 are described in Rail Network Description and in the Advance Notification System. Track work causing traffic restrictions is presented in Appendix 11. The Rail Network Description can be found on Finnish Transport Agency's website at **http://www.liikennevirasto.fi.**

The substations of the electric railway have a limited capacity for supplying power to the contact line. The power supply will shut down automatically in overload situations, which will cause a temporary power failure in the contact line.

3.6 Passenger Stations

The lengths of passenger platforms (shortest/longest) are indicated in Appendix 2 (Rail Traffic Operating Point Register). The platforms not maintained by Finnish Transport Agency are indicated in brackets.

3.7 Freight Terminals

Loading possibilities are indicated in Appendix 2 (Rail Traffic Operating Point Register). K means "yes" and Y "private". For loading platforms, the register lists their available length.

Private siding connections at traffic operating points are indicated by the marking "Private sidings" in Appendix 2 (Rail Traffic Operating Point Register).

3.8 Service Facilities

3.8.1 Train Formation Yards

Train formation yards are railway yards in which the layout and size of the track system make it possible to form trains. The train formation yards are indicated by the marking "K" in column "Shunting" in Appendix 2 (Rail Traffic Operating Point Register).

All train formation yard tracks have not been electrified. If necessary, Finnish Transport Agency's Infrastructure operations and Maintenance Department provides more information on the electrified tracks.

The use of train formation yards may become chargeable. All possible changes are updated on the Network Statement website.

3.8.2 Storage Sidings

Storage sidings are yard tracks primarily intended for the parking of wagons and coaches waiting for a transport task. Storage sidings can also be used for other purposes required by traffic operating. Only railway operators and contractors are allowed to let wagons stand on the storage sidings. The Finnish Transport Agency determines which tracks are used as storage sidings.

3.8.3 Mainenance and Service Facilities

The 400 and 1,500 V power supply facilities for rolling stock are indicated in Appendix 2 (Rail Traffic Operating Point Register). Also for the 400 V power supply, the maximum current available is indicated in amperes. The use of maintenance and service facilities requires an agreement with their owner.

The provision of maintenance and services has improved in the Helsinki Metropolitan area. At the Ilmala railway yard a total of 12 maintenace tracks ready for operation and a new safety and control system are available.

3.8.4 Refuelling Facilities

The Finnish Transport Agency does not own refuelling equipment or provide refuelling services. The Appendix 2 (Rail Traffic Operating Point Register) shows the refuelling facilities on traffic operating points. The use of refuelling facilities requires an agreement with their owner.

3.8.5 Technical Equipment

The use of other technical equipment (e.g. scales, cranes, etc.) must be agreed with their respective owners. The Finnish Transport Agency does not provide this equipment for railway companies to use. The Appendix 2 (Rail Traffic Operating Point Register) shows the cranes located on traffic operating points.

3.9 Infrastructure Development

Rail network development plans are presented in the Finnish Transport Agency's Action and Financial plan for the years 2013–2016. The Action and Financial Plan will be published in February 2012. The Action and Financial Plan period will see a focus on ballast replacement and the enhancement of traffic control safety and flexibility in railway yards by introducing new automation technology. Ballast replacements will be made on the line sections Lielahti–Kokemäki, Pieksämäki–Kuopio and Huopalahti–Vantaankoski. Old traffic control safety equipment will be replaced in Kuopio and at the end of the Action and Financial Plan period in Joensuu. Old remote control systems will be replaced on the line section Seinäjoki–Ylivieska. In addition, work will be commenced to replace the remote control mechanism on the Parikkala–Joensuu line section. Rail network development projects in the Action and Financial Plan period will include the improvement of the service level of the line section Seinäjoki–Oulu, Ilmala, Central Pasila, Ring Rail Line, Kokkola–Ylivieska double track and the electrification of the Rovaniemi–Kemijärvi line section.

The Government's transport policy report will be published in April 2012. The policy report will include views on future new development projects.

(Photo: Pertti Tapola)

4 Capacity Allocation

4.1 Introduction

The legal framework of capacity allocation is described in the Directive 2001/14/EC of the European Parliament and of the Council on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (hereinafter referred to as the "Capacity and Infrastructure Charge Directive"), but also Railway Act (304/2011) and in the Government Decree on the Timetable Period in Rail Traffic and Applying for Infrastructure Capacity (413/2011).

4.2 Description of Process

Capacity for operating regular train services on the state-owned rail network shall be requested from Finnish Transport Agency for each timetable period within the time defined. Capacity for regular train services can also be requested during the timetable period. The schedule for train path requests and for allocation is shown in a diagrammatic form in Figure 6. It is also possible to make *ad hoc* requests for capacity for other than regular traffic.

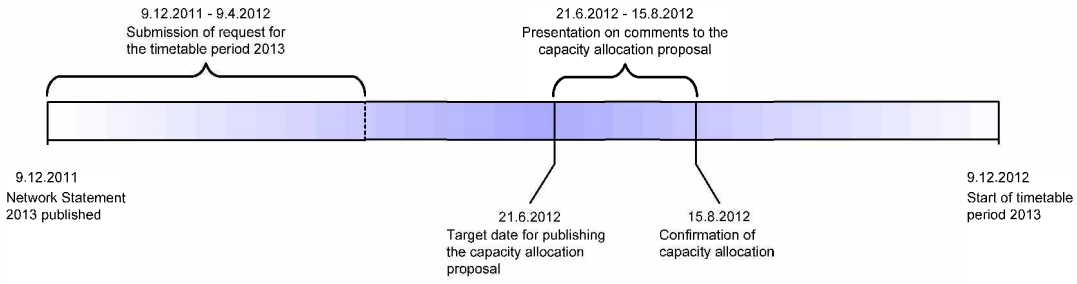


Figure 6. Diagrammatic presentation of the schedule for train path requests and for allocation process.

Requesting Rail Capacity

The principles of capacity requests are described in the Railway Act (304/2011) and in the Council of State Decree on the Timetable Period in Rail Traffic and Applying for Infrastructure Capacity (413/2011). In order to specify the Act and Decree, the Finnish Transport Agency has drawn up an instruction for requesting rail capacity. The instruction is available at the Finnish Transport Agency. The same information is available also on the Finnish Transport Agency's website at **http://www.liikennevirasto.fi.**

Requests for rail capacity for regular services and for ad hoc capacity as well as for alterations to the regular services are to be submitted in the LIIKE information system. Apart from the LIIKE system, data on rail capacity (=trains) can be generated via the interface specified by the Finnish Transport Agency. The Finnish Transport

Agency will provide further information on the requirements for and access to the interface. For example, the Finland version of the Viriato timetable planning software meets the relevant interface requirements. It is possible to link timetables produced using the software to a rail capacity application generated in the LIIKE information system.

All applicants for rail capacity must use the underlying information for timetable planning supplied by the Finnish Transport Agency, in order to ensure that the timetabling of trains in connection with rail capacity applications is harmonised. The Finnish Transport Agency maintains these data and up-to-date data are available on the Finnish Transport agency's website.

4.3 Schedule for Train Path Requests and Allocation Capacity Requests

4.3.1 Schedule for Working Timetable

The timetable period in rail traffic starts annually at the second weekend of December, at 00.00 hrs on the night between Saturday and Sunday, and ends at the corresponding time the following year. The timetable period 2013 will start on 9.12.2012 and end on 7.12.2013. Correspondingly, the timetable period 2014 will start on 8.12.2013 and end on 13.12.2014. Applicants for capacity shall request capacity no earlier than 12 and no later than 8 months ahead of the timetable period. One request may include all the changes in traffic to be made during the timetable period.

Decisions on the allocation of capacity for regular services may be changed for the rest of the timetable period during the timetable period concerned at specified dates, provided that these changes do not affect the capacity allocated to other railway undertakings or to international traffic within the European Economic Area. The changes may take effect at 00.00 hrs on the night between Saturday and Sunday in the beginning of the timetable period and at the weekend following the end of the school year. In addition to the above dates, the Finnish Transport Agency may for special reasons decide on other dates on which changes can take place. At the time of publishing the Network Statement, the parties have had the chance to apply for changes in the capacity allocated for regular services on given dates, which have been six weeks apart on average. The Finnish Transport Agency shall inform all railway undertakings of possible new dates on which the capacity for regular services may be changed. The decision on the dates for applying changes will also be published in the Finnish Transport Agency's website.

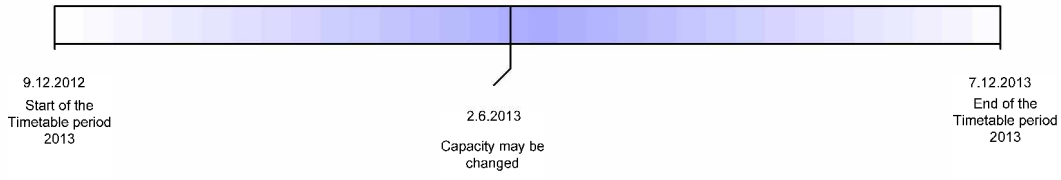


Figure 7. Dates on which the capacity for regular services may be changed during the timetable period 2013.

Requests for changing capacity allocated for regular services must be submitted no later than four weeks before the date on which the change shall take effect. When the date on which the changes may take effect, is Sunday or a public holiday, the request shall be made on the first weekday.

4.3.2 Requesting Rail Capacity for Temporary Traffic

Applicants for capacity may request capacity from Finnish Transport Agency regardless of the prescribed period if they urgently need capacity for one or more provisional train paths. Ad hoc capacity requests for the time period between the change dates can be made after the capacity application period has ended. Rail capacity for museum traffic can be applied no earlier than four months before the scheduled departure. The Finnish Transport Agency will announce its decision concerning the capacity request within five working days of receiving the application. The more detailed application instructions can be found in Finnish Transport Agency's regulation on its website.

4.4 Allocation Process

4.4.1 Coordination Process

Based on the applications, Finnish Transport Agency draws up the capacity allocation proposal (called "draft working timetable" in the Railway Act) for the next timetable period no later than four months after the deadline for the submission of requests for capacity. It has, however, been agreed by European railway infrastructure managers that no more than 2.5 months shall be used for the coordination of requests. The capacity allocation proposal contains information on the capacity that Finnish Transport Agency proposes to allocate to an applicant only to such an extent and with such restrictions as is necessary for implementing traffic control for the use of this capacity.

The capacity allocation proposal is primarily based on the assumption that the requested capacity will be allocated, provided that the different train paths enable railway traffic to be operated in accordance with the technical and safety requirements. In order to improve the use of rail capacity, Finnish Transport Agency may, however, offer applicant's capacity that does not essentially differ from the capacity they have requested. Finnish Transport Agency may also decide not to allocate capacity, provided that reserve capacity is needed for the timetable period as a result of the priority order applied to rail traffic.

Finnish Transport Agency sends the capacity allocation proposal to applicants for information within the prescribed period of time and gives them the opportunity to comment. Comments shall be presented within 30 days after receipt of the capacity allocation proposal, i.e. as soon as the capacity allocation proposal has been published in the LIIKE system. Customers purchasing freight transport services and associations representing purchasers of rail transport services also have the right to present comments on the capacity allocation proposal within 30 days, counted

from the date on which Finnish Transport Agency publishes an announcement on its website that the capacity allocation proposal has been prepared.

Coordination for the Timetable Period

If there are several applicants for the same capacity or the requested capacity affects the capacity requested by another applicant, Finnish Transport Agency will attempt to coordinate the requests between the applicants. In such cases, Finnish Transport Agency may offer the applicants capacity that does not essentially differ from the capacity they have requested.

If the coordination of the requests between the applicants does not lead to a satisfactory result, Finnish Transport Agency decides on the priority order in each individual case on the grounds laid down in the Railway Act. Finnish Transport Agency shall decide on an individual priority order no later than ten days after coordination has ended.

Confirmation of the Capacity Allocation Proposal

Based on the capacity allocation proposal and the comments presented by the parties involved, Finnish Transport Agency shall decide on the allocation of rail capacity on a fair and non-discriminatory basis. In deciding, Finnish Transport Agency shall pay particular attention to the needs of passenger and freight traffic and infrastructure maintenance, as well as to efficient use of the rail network. The priority order determined for specialised and congested infrastructure shall also be taken into account, unless otherwise provided in this chapter.

Allocating Ad Hoc Rail Capacity

Finnish Transport Agency allocates the requested ad hoc capacity if there is sufficient capacity for the use specified in the request. Unless otherwise provided in the Railway Act, the ad hoc capacity is allocated on a first-come first-served basis.

4.4.2 Dispute Resolution

Railway undertakings may appeal against a capacity allocation decision by Finnish Transport Agency by filing a claim for rectification with the Finnish Transport Safety Agency's Regulatory Body. For further information, see 1.4.3.

4.4.3 Congested Infrastructure

The guidelines of transport policy for the priority order

The main guidelines of the Finnish transport policy are presented in the Government transport policy report to Parliament on 27 March 2008. The main challenge of the transport policy is preventing climate change. The climate targets set for transport are promoted by supporting public transport and solutions for pro-environmental passenger and freight traffic. Another main target is to promote logistical competence in Finland by creating conditions for smooth and cost-efficient transport.

Rail traffic is an energy efficient and pro-environmental way of transporting large numbers of passengers. An efficient traffic system based on railway traffic promotes the integration of urban community structure and Finland's regional structure. The popularity of railway traffic can be guaranteed by providing passengers with fast, regular, punctual train connections with the help of a traffic system based on regular timetables. Such system can only work on congested tracks, if fast passenger and long-distance trains receive priority over other traffic. In local traffic local commuter should have priority over those, which stop more often. The smooth operation of fast trains is also important in the international Eastern traffic, which offers considerable growth potential in passenger traffic. For climate reasons, it is important that most of this growth potential is directed towards pro-environmental railway traffic instead of its competitors, air and road traffic.

It is important to develop competence in product and raw material transport for basic industry for the environmental impacts of freight traffic and Finland's logistical competence. The prioritisation of freight trains on congested tracks can affect the competence of railway transport and the number and length of freight trains' non-profit stops and their waiting times at stations. Such extra delays will increase costs, when the circulation of stock and crew is slower. Extra stops will also increase energy consumption and emissions. The logistical benefits achieved by prioritising freight trains are most significant in regular and continuous whole train and car group transportation, connected to carefully controlled industry processes. The savings achieved by prioritisation of trains in irregular traffic are smaller.

The most significant new potential in railway transport is long-distance, thin streams of goods, which are now mainly delivered as road transports. Transferring this to railway traffic is possible by creating keen scopes for action for the combined transports. This requires that fast and punctual connections of fast freight trains, which suit the timetables, are provided for transporting trailers and containers. On congested tracks this requires high prioritisation of trains compared to other traffic.

Priority order in Finland

Finnish Transport Agency declares an element of infrastructure or a part of it to be congested infrastructure if the coordination of several requests for the same infrastructure has not led to a satisfactory result. Finnish Transport Agency may also designate an element of infrastructure as congested if it is evident that it will become congested during the timetable period.

If there are several applications for the same infrastructure, the priority order is as presented in Table 1. Application of this priority order is based on the assumption that each train can be defined during its whole journey by one of the terms listed in the table. The term by which the train is defined may change during the journey of the train.

Table 1. Priority order on congested infrastructure.

Priority	Traffic
1.	Synergic passenger traffic entity[1]
2.a	Express train traffic[2]
2.b	Transport for the processing industry[3]
3.a	Local and other passenger traffic
3.b	Other regular freight traffic
4.	Freight traffic not requiring strict transport times
5.	Other traffic[4]

Derogation from the Priority Order Laid Down in the Network Statement

Finnish Transport Agency may by a separate decision make derogation from the general priority order laid down in the Railway Act and the Network Statement in favour of an applicant operating international traffic or such traffic as otherwise maintains or improves the functioning of the rail transport system or public transport. The same applies to cases where the rejection of the application would cause unreasonable damage to applicants, railway undertakings, international groupings of railway undertakings or to the business activities of their customers.

4.5 Allocation of Capacity for Maintenance, Renewal and Enhancements

The rail network may also be used for transferring track machines from bases to worksites, between worksites, and for maintenance purposes. Certain tracks are mainly used for maintenance purposes. Under the Railway Act, a safety certificate granted by the Finnish Transport Safety Agency is required for traffic operation, if it is by train or shunting, outside the area reserved for track maintenance. The safety certificate is granted upon application for a maximum of five years at a time. The requirements for obtaining a safety certificate are that the traffic operator engaged in track maintenance has sufficient liability insurance and an adequate risk management system, its stock has been approved by the Finnish Transport Safety Agency and that the persons conducting the traffic operation are competent to do so.

[1] The term “synergic passenger traffic entity” refers in passenger traffic to the whole of trains which form a transport system producing clear added value for customers. A system of this kind is, for example, traffic operated according to the basic interval timetable.

[2] The term "express train traffic" refers to traffic which in some respect does not belong within the scope of the synergy-producing traffic system. International passenger traffic may belong in this category.

[3] The term "transport for the processing industry" mainly refers to transport whose immediate place of destination or origin is a port or a private siding. This transport is essentially connected with total logistics management. This group includes, in particular, combined transport, transport for the wood-processing industry and transport to ports.

[4] For example, traffic connected with track work or museum train traffic.

Requests for the rail capacity required to operate traffic must be submitted in the LIIKE system. The TURO system contains detailed instructions on the maintenance machinery used on the track as well as on the persons and undertakings charged with traffic safety duties.

Track works which will probably be carried out during the timetable period 2013 and which are likely to have an impact on train traffic are indicated in Appendix 11. The working programme, timing of tasks, and the breaks required for the work will change as the funding and plans become more focused. Once the Network Statement is published, Finnish Transport Agency will maintain up-to-date information on the working programme for the upcoming timetable period, and regularly inform the rail capacity applicants about the programme. Finnish Transport Agency will decide separately on all railway work and breaks required for their completion. The decision will be made prior to the upcoming timetable period that is in December 2012 for the timetable period 2013.

Any required maintenance breaks or changes to an earlier decision, arising after the decision has been made, can be discussed separately, if necessary. The basic rule is that breaks requiring traffic arrangements are no longer arranged at this stage, but instead the work requested after the decision will be carried out according to (or in between) the traffic.

In addition to the aforementioned, the person or group applying for the working break must contact the Finnish Transport Agency's traffic planner separately for each request and agree on the working break and its details in accordance with the Finnish Transport Agency's working break decision no later than two months before the work is scheduled to start.

The party performing the work must have granted rail capacity, permission for track work, and if necessary, a voltage cut-off prior to starting the work in the agreed work breaks.

4.6 Non-usage Rules

Finnish Transport Agency has the right to cancel the capacity allocated to an applicant, or a part of it, if the applicant has used this capacity over a period of not less than 30 days less than required by the threshold quota specified below. In Finland, the threshold quota for the minimum use of capacity is 80 %, except on the line sections Helsinki–Kerava, Helsinki–Vantaankoski and Helsinki–Leppävaara, where the threshold quota for the minimum use is 95 %.

Finnish Transport Agency may not, however, cancel the capacity if the failure to use it is due to non-economic reasons beyond the applicant or the railway operator's control. Finnish Transport Agency always cancels the capacity for such a period during which the railway undertaking does not have a safety certificate for operating rail services.

4.7 Exceptional Transport and Dangerous Goods

For information on the transport of dangerous goods, see point 3.4.3, Dangerous Goods. Regulations concerning railway traffic and rolling stock are available on the Internet pages of the Finlex Data Bank and other instructions on the Finnish Transport Safety Agency's website at **http://www.trafi.fi**. Other instructions can be found from the publication Rataverkon kuvaus.

All special permits are granted by the Finnish Transport Agency.

4.8 Special Measures to be taken in the Event of Disturbance

4.8.1 Principles

Finnish Transport Agency has the right to cancel the capacity completely or partially on a train path provisionally out of service due to a technical failure in the rail network, an accident or other incident.

In such case, Finnish Transport Agency offers the operator alternative train paths, as far as possible. Finnish Transport Agency is, however, not obliged to compensate for damage that may be caused to the operator, unless otherwise is agreed upon with the operator in conformity with the Railway Act.

Compensations due to disruptions are dealt with in chapter 6.4 (Performance Scheme).

4.8.2 Operational Regulation

The Finnish Transport Agency determines the rules on the management of disturbances between railway undertakings. Further information can be found in the Finnish Transport Agency's publication Railway Traffic Management Manual on the Finnish Transport Agency's website **http://www.liikennevirasto.fi**. The Rail Traffic Management Centre of the Finnish Transport Agency resolves instances of disruption and provides guidelines on the correct action to take in such situations. Railway undertakings have the right to present their own proposals for instructions how to handle disturbances connected with their own trains. The liability for harm and damages caused by disturbances shall be agreed with Finnish Transport Agency.

4.8.3 Foreseen Problems

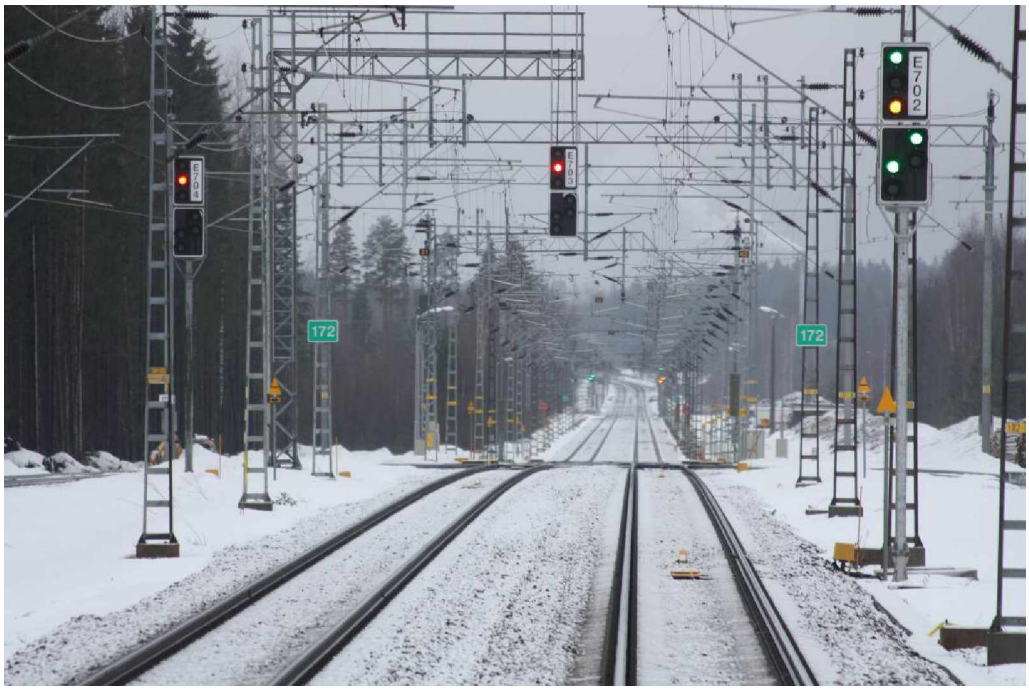
In cases of disruption the guidelines issued by the Finnish Transport Agency's Traffic Management Centre shall apply.

4.8.4 Unforeseen Problems

Finnish Transport Agency, railway undertakings and railway maintenance undertakings shall be prepared for railway accidents in their fields of activity. The principle is that railway undertakings and railway track contractors shall be prepared to clear their own vehicles and the transported freight off the track, as well as remedy the damage caused to the environment within a reasonable time after the accident. Each undertaking shall draw up an emergency preparedness plan, which Finnish Transport Agency shall approve. The preparedness measures included in the plan shall be taken before traffic operating is started. The undertakings themselves bear the costs caused by the creation and maintenance of the emergency preparedness system. Liability in cases of accident is determined in line with the Act on liability in rail traffic and the Tort Liability Act.

The Finnish Transport Agency is prepared to restore the track quickly to operable condition and within a reasonable time to the condition it had before the accident. Finnish Transport Agency agrees thereupon when making the rail network maintenance agreements.

The Ministry of Transport and Communications provides guidelines for and supervises the preparedness of the different rail sector operators for accidents and exceptional circumstances.



(Photo: Markku Nummelin)

5 Services

5.1 Introduction

The legal framework of capacity allocation is described in the Railway Act (304/2011).

The Council of State is currently drafting its decree on the services offered to the rail traffic operators. Services concerning the usability of the rail network are described in Appendix 2 (Rail Traffic Operating Point Register) of the Network Statement. These services may be supplied by Finnish Transport Agency or other parties.

5.2 Services Offered by Finnish Transport Agency

Finnish Transport Agency offers rail traffic operators on the state-owned rail network the right against payment to utilise the train paths in accordance with the capacity granted to it by Finnish Transport Agency, marshalling yards, storage sidings, loading tracks and other tracks and passenger platforms. Finnish Transport Agency also offers train traffic control, passenger information and public address systems at the railway stations specified in the Network Statement (Appendix 12).

Traffic control in connection with shunting is a chargeable service. It is not included in the infrastructure charge.

Use of capacity includes the right of the traffic operator to use of Finnish Transport Agency's electricity supply network for traffic on the electrified line sections specified in the Network Statement. Finnish Transport Agency does not, however, provide the electricity but the traffic operator shall conclude an agreement with a service provider. Finnish Transport Agency also does not provide refuelling facilities.

Finnish Transport Agency can offer services on a commercial basis for the use of railway operators. The additional services could comprise, for example, the use of buildings and land areas owned by Finnish Transport Agency.

The use of services provided by Finnish Transport Agency is agreed upon between the parties in the access contract or in a separate lease agreement.

5.3 Services Offered by Others

Railway undertakings are obliged to supply certain services and track access to services facilities for the use of railway operators if only one undertaking provides these services and it is not possible to otherwise arrange them. The availability of services shall be negotiated and an agreement shall be concluded with the service provider. The service provider has the right to charge a payment for its services. The

payment shall be equitable for all railway undertakings and reasonable with respect to the costs incurred from providing the service.

Services supplied by others may include, for example:

- use of electrical supply equipment
- use of refuelling equipment
- use of passenger stations
- use of freight terminals
- use of train formation yards
- use of train formation equipment
- use of depot sidings
- premises and equipment needed for the servicing and maintenance of rolling stock
- use of other technical devices (e.g. sand distributors, water and electrical connections for rolling stock, radiation measurement devices, tank wagon filling gauges, wagon scales, and brake testing equipment), and
- training services for those involved in traffic safety tasks

(Photo: Markku Nummelin)

6 Charges

6.1 Charging Principles and Services Included in the Infrastructure Charge

The legal framework of the basic infrastructure charge is described in the Railway Act (304/2011), Railway Infrastructure Tax (605/2003) and the Ministry of Transport and Communications Decree on the basic infrastructure charge (1084/2009).

The basic infrastructure charge covers the minimum access package (the minimum access package is described under 5.2.), including track access to service facilities on the state-owned rail network.

6.2 Charging System

The infrastructure charge system will be changed. The basic principle remains that Finnish Transport Agency shall collect a basic infrastructure charge from railway operators on a fair and non-discriminatory basis for the minimum access package and track access to service facilities, calculated on the actual level of use. The basic infrastructure charge shall always be based on the costs directly caused by the operation of railway traffic. The infrastructure tax consists of a charge for external costs and a supplementary charge in accordance with the Capacity and Infrastructure Charge Directive. In the charge for external costs, the environmental effects caused by the operation of rail traffic can be taken into account. The supplementary charge can be collected for covering the full amount of the costs caused by the use of the infrastructure. Furthermore, investment tax will be collected for the Kerava-Lahti line section until 31 August 2021 in order to cover the long-term expenses of the investment.

6.3 Tariffs

The infrastructure charge consists of the charges mentioned in Table 2.

Table 1. Infrastructure charge.

Basic charge	Freight traffic 0,1350 cent/ gross tonne-kilometre Passenger traffic 0,1308 cent/ gross tonne-kilometre
Infrastructure tax	Freight traffic - electric 0.05 cent/ gross tonne-kilometre - diesel 0.1 cent/ gross tonne-kilometre Passenger traffic 0.01 cent/ gross tonne-kilometre
Investment tax (for line section Kerava-Lahti)	Freight traffic 0.5 cent/ gross tonne-kilometre Passenger traffic 0.5 cent/ gross tonne-kilometre

6.4 Performance scheme

In order to promote the effective use of the rail network and improve the timeliness of rail services and to minimise operational disruptions to the rail network caused by rail traffic and track maintenance, rail traffic operators and the Finnish Transport Agency are encouraged to limit disruptions arising from their activities and increase the effective use of the rail network by means of performance incentive schemes.

A rail operator shall compensate the Finnish Transport Agency if the operation of the rail operator essentially differs from the rail capacity allocated to it for a reason due to the operator, and such a deviation impedes the functioning of the railway system. The Finnish Transport Agency shall compensate a rail operator if, for reasons due to the Finnish Transport Agency, the availability of the rail network essentially differs from the rail capacity allocated to the operator, and such a deviation impedes the functioning of the railway system.

6.5 Changes to Charges

Infrastructure charge system is about to change. The principles of the valid infrastructure charge system and the amount of infrastructure charge are published on Finnish Transport Agency website.

6.6 Billing arrangements

Finnish Transport Agency invoices the infrastructure charge each calendar month based on the realised performances of the previous month. For invoicing, railway operators shall provide the Finnish Transport Agency contact person with information each month on the rail services operated by them:

Finnish Transport Agency
Administration Department
PO Box 33
FI-00521 HELSINKI

Finnish Transport Agency does not require any guarantee for the payment of infrastructure charges. The infrastructure charge and other charges connected with it are, however, subject to distrait without sentence or decision.

Index

Infrastructure register

Markings:

On	”yes”
—	”no”
AC2	electrification voltage 25 kV / 50 Hz
ATP	Automatic train protection

Chart columns:

Traffic operating points (Node of the network) indicates all traffic operating points where the route of the train can be changed.

Length of line is the distance between traffic operating points (Nodes of the network).

Max gradient is the maximum gradient measured in a distance of 1,200 m.

Electrification system indicates that the section of line is electrified.

Section blocking or radio-controlled section indicates that on the section of line there is an automatic safety device system in use in order to protect the railway traffic.

ATP indicates that the section of line is equipped with pan-European safety device system and GSM-R radio network.

ERTMS indicates that the section of line is equipped with pan-European safety device system and GSM-R radio network.

ATP coding for tilting trains indicates the sections on which ATP allows higher speeds for tilting trains.

Radio system indicates that the digital (GSM-R) communication equipment is in use between the driver and traffic control in mention traffic operating points.

Liikennepaikka (verkon solmupiste) Trafikplats (bannätets knutpunkt) Traffic operating point (Node of the network)	Liikennepaikka (verkon solmupiste) Trafikplats (bannätets knutpunkt) Traffic operating point (Node of the network)	Radan pituus Banans längd Lenght of line	Määräävä kaltevuus Största lutningen Max gradient	Sähköistys-järjestelmä Elektrifierings-systemet Electrification system	Suojastettu tai radio-ohjattu osuus Linje-blockerad eller radiostyrd sträcka Section blocking or radio controlled section	Junan kulunvalvontajärjestelmä Automatisk tågkontrol ATP	ERTMS	Kallistuvakoristen junien JKV-koodaus ATC-kodning av lutande tåg ATP-coding for tilting trains	Radiojärjestelmä Radio system
Helsinki asema	Kerava asema	29	10,0	AC2	On	ATP	—	On	GSM-R
Kerava asema	Hyvinkää	29	7,5	AC2	On	ATP	—	On	GSM-R
Hyvinkää	Riihimäki asema	12	7,5	AC2	On	ATP	—	On	GSM-R
Kerava asema	Vuosaari	19	10,0	AC2	On	ATP	—	—	GSM-R
Kerava asema	Sköldvik	27	10,0	AC2	On	ATP	—	—	GSM-R
Kerava asema	Hakosilta	65	10,0	AC2	On	ATP	—	On	GSM-R
Hyvinkää	Lohja	64	10,5	—	On	ATP	—	—	GSM-R
Lohja	Karjaa	35	10,0	—	On	ATP	—	—	GSM-R
Lohja	Lohjanjärvi	4	15,0	—	—	—	—	—	GSM-R
Helsinki asema	Huopalahti	6	10,0	AC2	On	ATP	—	—	GSM-R
Huopalahti	Vantaankoski	9	11,5	AC2	On	ATP	—	—	GSM-R
Huopalahti	Kirkkonummi	31	10,5	AC2	On	ATP	—	—	GSM-R
Kirkkonummi	Karjaa	49	12,0	AC2	On	ATP	—	On	GSM-R
Karjaa	Hanko asema	50	10,5	—	On	ATP	—	—	GSM-R
Karjaa	Turku asema	107	12,7	AC2	On	ATP	—	On	GSM-R
Turku asema	Turku satama	3	7,0	AC2	On	ATP	—	—	GSM-R
Riihimäki asema	Toijala	76	10,0	AC2	On	ATP	—	On	GSM-R
Toijala	Turku asema	128	10,5	AC2	On	ATP	—	On	GSM-R
Toijala	Tampere asema	40	10,0	AC2	On	ATP	—	On	GSM-R
Toijala	Valkeakoski	18	8,0	—	—	—	—	—	GSM-R
Turku asema	Raisio	8	7,0	—	On	ATP	—	—	GSM-R
Raisio	Naantali	6	9,0	—	—	—	—	—	GSM-R
Raisio	Uusikaupunki	57	9,0	—	On	ATP	—	—	GSM-R
Uusikaupunki	Hangonsaari	3	11,5	—	—	—	—	—	GSM-R
Tampere asema	Lielahti	6	9,0	AC2	On	ATP	—	On	GSM-R
Lielahti	Kokemäki	91	12,5	AC2	On	ATP	—	On	GSM-R
Kokemäki	Kiukainen	13	9,0	AC2	On	ATP	—	—	GSM-R
Kiukainen	Rauma	34	9,0	AC2	On	ATP	—	—	GSM-R
Kokemäki	Pori	38	9,5	AC2	On	ATP	—	—	GSM-R
Pori	Mäntyluoto	21	5,5	—	On	ATP	—	—	GSM-R
Pori	Ruosniemi	8	10,0	—	—	—	—	—	GSM-R
Mäntyluoto	Tahkoluoto	11	5,5	—	On	ATP	—	—	GSM-R
Lielahti	Parkano	69	10,5	AC2	On	ATP	—	On	GSM-R
Niinisalo	Parkano	42	10,0	—	—	—	—	—	—
Parkano	Kihniö	17	9,5	—	—	—	—	—	—
Parkano	Seinäjoki asema	84	10,0	AC2	On	ATP	—	On	GSM-R
Riihimäki asema	Hakosilta	48	8,0	AC2	On	ATP	—	—	GSM-R
Hakosilta	Lahti	11	10,0	AC2	On	ATP	—	On	GSM-R
Lahti	Loviisan satama	77	12,0	—	—	—	—	—	—
Lahti	Heinola	38	12,0	—	—	—	—	—	—
Lahti	Mukkula	7	15,0	—	—	—	—	—	GSM-R

Liikennepaikka (verkon solmupiste)	Liikennepaikka (verkon solmupiste)	Radan pituus	Määräävä kaltevuus	Sähköistys-järjestelmä	Suojastettu tai radio-ohjattu osuus	Junan kulunvalvontajärjestelmä	ERTMS	Kallistuvakoristen junien JKV-koodaus	Radiojärjestelmä
Trafikplats (bannätets knutpunkt)	Trafikplats (bannätets knutpunkt)	Banans längd	Största lutningen	Elektrifierings-systemet	Linje-blockerad eller radiostyrd sträcka	Automatisk tågkontrol		ATC-kodning av lutande tåg	Radio system
Traffic operating point (Node of the network)	Traffic operating point (Node of the network)	Lenght of line	Max gradient	Electrification system	Section blocking or radio controlled section	ATP		ATP-coding for tilting trains	
Lahti	Kouvola asema	61	10,0	AC2	On	ATP	—	—	GSM-R
Kouvola asema	Luumäki	59	10,0	AC2	On	ATP	—	—	GSM-R
Kouvola asema	Juurikorpi	33	10,0	AC2	On	ATP	—	—	GSM-R
Juurikorpi	Kotka asema	18	8,5	AC2	On	ATP	—	—	GSM-R
Kotka asema	Kotkan satama	1	0,0	AC2	On	ATP	—	—	GSM-R
Kotka Hovinsaari	Kotka Mussalo	5	6,0	AC2	—	ATP	—	—	GSM-R
Juurikorpi	Hamina	19	10,0	AC2	On	ATP	—	—	GSM-R
Kouvola asema	Kuusankoski	10	9,0	AC2	—	—	—	—	GSM-R
Kouvola asema	Mynttilä	86	12,0	AC2	On	ATP	—	On	GSM-R
Mynttilä	Ristiina	21	12,5	—	—	—	—	—	—
Mynttilä	Otava	20	10,0	AC2	On	ATP	—	On	GSM-R
Otava	Otavan satama	2	22,5	—	—	—	—	—	GSM-R
Otava	Pieksämäki asema	86	11,0	AC2	On	ATP	—	On	GSM-R
Luumäki	Vainikkala asema	33	8,0	AC2	On	ATP	—	—	GSM-R
Luumäki	Lappeenranta	27	9,5	AC2	On	ATP	—	—	GSM-R
Lappeenranta	Mustolan satama	18	10,0	—	—	—	—	—	GSM-R
Lappeenranta	Imatra tavara	39	9,0	AC2	On	ATP	—	On	GSM-R
Imatra tavara	Imatrankoski-raja	10	11,0	—	—	—	—	—	GSM-R
Imatra tavara	Parikkala	60	10,0	AC2	On	ATP	—	On	GSM-R
Pieksämäki asema	Huutokoski	31	11,0	—	On	ATP	—	—	GSM-R
Huutokoski	Savonlinna	75	12,0	—	On	ATP	—	—	GSM-R
Savonlinna	Parikkala	59	12,0	—	On	ATP	—	—	GSM-R
Parikkala	Säkäniemi	93	10,0	AC2	On	ATP	—	—	GSM-R
Niirala-raja	Säkäniemi	33	10,5	—	On	ATP	—	—	GSM-R
Säkäniemi	Joensuu asema	37	10,5	AC2	On	ATP	—	—	GSM-R
Joensuu asema	Ilomantsi	71	12,0	—	—	—	—	—	—
Joensuu asema	Viinijärvi	32	9,0	—	On	ATP	—	—	GSM-R
Huutokoski	Varkaus	18	10,0	—	On	ATP	—	—	GSM-R
Varkaus	Kommila	6	10,0	—	—	—	—	—	GSM-R
Varkaus	Viinijärvi	101	11,0	—	On	ATP	—	—	GSM-R
Joensuu asema	Uimaharju	50	17,6	—	On	ATP	—	—	GSM-R
Uimaharju	Lieksa	54	11,5	—	On	ATP	—	—	GSM-R
Lieksa	Pankakoski	6	10,0	—	—	—	—	—	GSM-R
Lieksa	Nurmes	56	12,5	—	On	ATP	—	—	GSM-R
Nurmes	Vuokatti	85	11,5	—	—	—	—	—	—
Vuokatti	Lahnaslampi	12	10,0	—	—	—	—	—	—
Vuokatti	Kontiomäki	24	10,5	—	—	—	—	—	GSM-R
Pieksämäki asema	Suonenjoki	38	9,0	AC2	On	ATP	—	—	GSM-R
Suonenjoki	Iisvesi	6	10,0	—	—	—	—	—	—
Suonenjoki	Siilinjärvi	76	12,0	AC2	On	ATP	—	—	GSM-R
Siilinjärvi	Sysmäjärvi	99	10,5	—	On	ATP	—	—	GSM-R

Liikennepaikka (verkon solmupiste)	Liikennepaikka (verkon solmupiste)	Radan pituus	Määräävä kaltevuus	Sähköistys-järjestelmä	Suojastettu tai radio-ohjattu osuus	Junan kulunvalvontajärjestelmä	ERTMS	Kallistuvakoristen junien JKV-koodaus	Radiojärjestelmä
Trafikplats (bannätets knutpunkt)	Trafikplats (bannätets knutpunkt)	Banans längd	Största lutningen	Elektrifierings-systemet	Linje-blockerad eller radiostyrd sträcka	Automatisk tågkontrol		ATC-kodning av lutande tåg	Radio system
Traffic operating point (Node of the network)	Traffic operating point (Node of the network)	Lenght of line	Max gradient	Electrification system	Section blocking or radio controlled section	ATP		ATP-coding for tilting trains	
Siilinjärvi	Iisalmi	60	12,0	AC2	On	ATP	—	—	GSM-R
Iisalmi	Murtomäki	62	12,7	AC2	On	ATP	—	On	GSM-R
Murtomäki	Otanmäki	25	11,0	—	—	—	—	—	—
Murtomäki	Kajaani	20	12,0	AC2	On	ATP	—	On	GSM-R
Kontiomäki	Vartius	95	11,0	AC2	On	ATP	—	—	GSM-R
Vartius	Vartius-raja	2	10,0	AC2	On	ATP	—	—	GSM-R
Kontiomäki	Pesiökylä	74	12,0	—	—	—	—	—	—
Pesiökylä	Ämmänsaari	18	12,0	—	—	—	—	—	—
Tampere asema	Orivesi	40	12,0	AC2	On	ATP	—	On	GSM-R
Orivesi	Vilppula	47	12,5	—	On	ATP	—	—	GSM-R
Vilppula	Mänttä	8	5,0	—	—	—	—	—	GSM-R
Vilppula	Haapamäki	26	12,5	—	On	ATP	—	—	GSM-R
Haapamäki	Seinäjoki asema	118	12,0	—	On	ATP	—	—	GSM-R
Haapamäki	Jyväskylä	77	12,0	—	On	ATP	—	—	GSM-R
Orivesi	Jämsä	56	12,5	AC2	On	ATP	—	On	GSM-R
Jämsä	Kaipola	7	12,0	—	—	—	—	—	GSM-R
Jämsä	Jämsänkoski	4	10,0	AC2	On	ATP	—	On	GSM-R
Jämsänkoski	Jyväskylä	52	10,5	AC2	On	ATP	—	—	GSM-R
Jyväskylä	Äänekoski	47	10,5	—	On	ATP	—	—	GSM-R
Äänekoski	Haapajärvi	164	10,5	—	—	—	—	—	—
Jyväskylä	Pieksämäki asema	80	12,5	AC2	On	ATP	—	On	GSM-R
Seinäjoki asema	Kaskinen	112	10,0	—	On	ATP	—	—	GSM-R
Seinäjoki asema	Vaasa	75	12,0	AC2	On	ATP	—	—	GSM-R
Vaasa	Vaskiluoto	5	1,0	—	—	—	—	—	GSM-R
Iisalmi	Pyhäkumpu erkanemisvaihde	63	10,0	—	On	ATP	—	—	GSM-R
Pyhäkumpu erkanemisvaihde	Pyhäkumpu	3	3,0	—	—	—	—	—	GSM-R
Pyhäkumpu erkanemisvaihde	Haapajärvi	36	9,5	—	On	ATP	—	—	GSM-R
Haapajärvi	Ylivieska	55	8,0	—	On	ATP	—	—	GSM-R
Seinäjoki asema	Pännäinen	101	10,0	AC2	On	ATP	—	On	GSM-R
Pännäinen	Pietarsaari	10	6,0	—	—	—	—	—	GSM-R
Pietarsaari	Alholma	4	3,0	—	—	—	—	—	GSM-R
Pännäinen	Kokkola	33	7,0	AC2	On	ATP	—	On	GSM-R
Kokkola	Ykspihlaja	5	10,0	AC2	—	—	—	—	GSM-R
Kokkola	Ylivieska	79	10,0	AC2	On	ATP	—	On	GSM-R
Ylivieska	Tuomioja	68	10,0	AC2	On	ATP	—	On	GSM-R
Tuomioja	Raahe	28	10,0	AC2	On	ATP	—	—	GSM-R
Raahe	Rautaruukki	9	10,0	AC2	—	—	—	—	GSM-R
Tuomioja	Oulu asema	54	10,0	AC2	On	ATP	—	On	GSM-R
Oulu asema	Kontiomäki	166	10,0	AC2	On	ATP	—	—	GSM-R
Oulu asema	Kemi	105	10,0	AC2	On	ATP	—	—	GSM-R
Kemi	Ajos	9	10,0	—	—	—	—	—	GSM-R

Liikennepaikka (verkon solmupiste) Trafikplats (bannätets knutpunkt) Traffic operating point (Node of the network)	Liikennepaikka (verkon solmupiste) Trafikplats (bannätets knutpunkt) Traffic operating point (Node of the network)	Radan pituus Banans längd Lenght of line	Määräävä kaltevuus Största lutningen Max gradient	Sähköistys-järjestelmä Elektrifierings-systemet Electrification system	Suojastettu tai radio-ohjattu osuus Linje-blockerad eller radiostyrd sträcka Section blocking or radio controlled section	Junan kulunvalvontajärjestelmä Automatisk tågkontrol ATP	ERTMS	Kallistuvakoristen junien JKV-koodaus ATC-kodning av lutande tåg ATP-coding for tilting trains	Radiojärjestelmä Radio system
Kemi	Laurila	7	10,0	AC2	On	ATP	—	—	GSM-R
Laurila	Tornio asema	19	7,5	—	On	ATP	—	—	GSM-R
Laurila	Rovaniemi	106	10,0	AC2	On	ATP	—	—	GSM-R
Rovaniemi	Kemijärvi	85	12,0	AC2	On	ATP	—	—	GSM-R
Kemijärvi	Isokylä	7	5,5	—	—	—	—	—	—
Isokylä	Kelloselkä	72	12,5	—	—	—	—	—	—
Tornio asema	Tornio-raja	3	4,0	—	On	ATP	—	—	GSM-R
Tornio asema	Röyttä	8	8,0	—	—	—	—	—	GSM-R
Tornio asema	Kolari	183	10,5	—	On	ATP	—	—	GSM-R
Sysmäjärvi	Vuonos	7	10,0	—	—	—	—	—	GSM-R
Viinijärvi	Sysmäjärvi	13	7,5	—	On	ATP	—	—	GSM-R
Murtomäki	Talvivaara	24	12,5	AC2	On	ATP	—	—	GSM-R
Kajaani	Lamminniemi	3	10,0	—	—	—	—	—	GSM-R
Kajaani	Kontiomäki	26	12,0	AC2	On	ATP	—	—	GSM-R

Rail Traffic Operating Point Register

Legend:

( ) in columns regarding platforms	platform not maintained by the Finnish Transport Agency
K	yes
Y	private
K in columns regarding traffic control	remote control
M in columns regarding traffic control	manual

Chart columns:

Name refers the official name of the station and is used in traffic safety work.

Another name is the name of a traffic operating point in Finland's second official language. Another name is usually a Swedish name and only in Sköldvik is the Finnish name Kilpilahti used as another name, contrary to what the present language situation in the municipality would imply.

Km Hki_describes the distance of a traffic operating point to the old station hall of Helsinki (already torn down), measured by a track kilometre system. According to the system, the location of all elements on tracks is fixed to landmarks.

Municipality refers to the municipality in which the traffic operating point is located.

Traffic control describes whether the traffic operating point has the technical equipment to control the train traffic manually or remote. It does not mean that traffic control services are regularly provided.

Private sidings indicates that the traffic operating point has at least one connection to a e siding, owned or managed by a private owner (includes everyone except the Finnish Transport Agency).

Shunting indicates that the form of the tracks at a traffic operating point is such that it is possible to move at least a locomotive to the other end of a line of rolling stock without having to go through the main line of the traffic operating point.

Minimum and maximum platform length indicates the minimum and maximum length of platforms used by passenger trains at the traffic operating point. A passenger train should not be longer than the platform at which it stops. If the platform length is in brackets ( ), the platform is not maintained by the Finnish Transport Agency and services are operated at the responsibility of the railway undertaking.

Platform height indicates the nominal height of platforms used by passenger trains, calculated from the surface of the rail.

Design train length indicates the longest track of a traffic operating point, other than the main line going through it. The length is measured in such a way that it is usable in both directions.

Power supply indicates at which traffic operating point it is possible to get 400 V or 1500 V electric current mainly for rolling stock or track machinery power supply purposes.

Side loading platform indicates at which traffic operating point it is possible to load freight cars from the side, and shows the maximum platform length at the traffic operating point.

End loading platform indicates at which traffic operating point it is possible load freight rolling stock from the end of the platform (combined transports).

Loading site indicates at which traffic operating point it is possible to load freight rolling stock at rail level. A typical example is loading of raw timber from a vehicle or an intermediate depot at a rail yard onto flatcars.

Crane indicates at which traffic operating point it is possible to use a crane to load wagons, and states the maximum capacity of the crane. This service is no provided by the Finnish Transport Agency.

Fuel indicates at which traffic operating point there is a fuel distribution point. This service is not provided by the Finnish Transport Agency.

The Passenger traffic column shows the operating points where passenger traffic can be operated.

The Freight transport column shows the operating points where freight transport can be operated.

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	Annat namn	Förkortning		Banavsnitt	Kommun	Trafikledning	Privata spår-anläggningar	Möjlighet till växlning
Name	Another name	Abbr.		Section	Municipality	Traffic control	Private sidings	Shunting
Ahvenus		Ahv	270+960	Lielahti–Kokemäki	Kokemäki	K		
Airaksela		Arl	436+985	Pieksämäki–Kontiomäki	Kuopio	K	K	K
Aittaluoto		Atl	328+220	Pori–Ruosniemi	Pori		K	
Ajos		Ajo	867+100	Kemi–Ajos	Kemi		K	K
Alapitkä		Apt	505+840	Pieksämäki–Kontiomäki	Lapinlahti	K		K
Alavus		Alv	373+445	Orivesi–Seinäjoki	Alavus	K		K
Alholma	Alholmen	Alh	532+570	Pietarsaari–Alholma	Pietarsaari		K	K
Alvajärvi		Avi	551+033	Äänekoski–Haapajärvi	Pihtipudas			K
Arola		Aro	707+668	Kontiomäki–Vartius-raja	Hyrynsalmi	K		K
Dragsvik		Dra	171+180	Karjaa–Hanko	Raasepori	K		
Dynamiittivaihde		Dmv	199+185	Karjaa–Hanko	Hanko		K	K
Elijärvi		Eli	870+536	Lautiosaari–Elijärvi	Keminmaa		K	K
Eläinpuisto-Zoo		Epz	338+751	Orivesi–Seinäjoki	Ähtäri			
Eno		Eno	660+170	Joensuu–Nurmes	Joensuu	K		K
Ervelä		Erv	118+777	Helsinki–Turku satama	Salo	K		
Eskola		Ela	603+762	Seinäjoki–Oulu	Kannus	K		K
Espoo	Esbo	Epo	20+600	Helsinki–Turku satama	Espoo	K		
Haapajärvi		Hpj	649+205	Iisalmi–Ylivieska, Äänekoski–Haapajärvi	Haapajärvi	K	K	K
Haapakoski		Hps	393+460	Pieksämäki–Kontiomäki	Pieksämäki	K		K
Haapamäen kylläst		Hmk	304+940	Orivesi–Seinäjoki	Keuruu		K	
Haapamäki		Hpk	300+235	Haapamäki–Jyväskylä, Orivesi–Seinäjoki	Keuruu	K	K	K
Haarajoki		Haa	39+567	Kerava–Hakosilta	Järvenpää	K		
Hakosilta		Hlt	119+540	Kerava–Hakosilta, Riihimäki–Kouvola	Hollola	K		
Haksi	Hax	Hsi	56+737	Olli–Porvoo	Porvoo			
Hamina	Fredrikshamn	Hma	243+626	Juurikorpi–Hamina	Hamina	M	K	K
Hammaslahti		Hsl	602+199	Kouvola–Joensuu	Joensuu	K		K
Hanala	Hanaböle	Hna	21+394	Helsinki–Riihimäki	Vantaa	K		
Hangonsaari		Hgs	269+655	Uusikaupunki–Hangonsaari	Uusikaupunki		K	K
Hanhikoski		Hnh	1047+083	Laurila–Kemijärvi	Kemijärvi			K
Hankasalmi		Hks	418+089	Jyväskylä–Pieksämäki	Hankasalmi	K	K	K
HANKO		**Han**	–	**Karjaa–Hanko**		**K**		
Hanko asema	*Hangö*	*Hnk*	*207+119*		*Hanko*		*K*	*K*
Hanko tavara		*Hnkt*	*206+350*		*Hanko*			*K*
Hanko-Pohjoinen	*Hangö Norra*	*Hkp*	*205+935*		*Hanko*			
Harjavalta		Hva	295+542	Kokemäki–Pori	Harjavalta	K	K	K
Harju		Hj	201+643	Kouvola–Pieksämäki	Kouvola	K		K
Harviala		Hrv	99+456	Riihimäki–Tampere	Janakkala	K		
Haukipudas		Hd	775+159	Oulu–Laurila	Haukipudas	K		K
Haukivuori		Hau	344+437	Kouvola–Pieksämäki	Mikkeli	K		K
HAUSJÄRVI		**Hjr**	–	**Riihimäki–Kouvola**		**K**		
Hausjärvi tavara		*Has*	*85+765*		*Hausjärvi*			*K*
Oitti		*Oi*	*86+809*		*Hausjärvi*			
Haviseva		Hvs	208+135	Tampere–Jyväskylä	Kangasala	K		
Heikkilä		Hek	34+856	Helsinki–Turku satama	Kirkkonummi	K		
Heinola		Ha	167+607	Lahti–Heinola	Heinola	M	K	K
Heinoo		Hno	237+965	Lielahti–Kokemäki	Sastamala	K		
Heinävaara		Häv	648+408	Joensuu–Ilomantsi	Joensuu			K
Heinävesi		Hnv	468+143	Pieksämäki–Joensuu	Heinävesi	K		K
HELSINKI		**Hel**	–	**Helsinki–Turku satama, Helsinki–Riihimäki**		**M**		

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	Annat namn	Förkortning		Banavsnitt	Kommun	Trafikledning	Privata spår-anläggningar	Möjlighet till växlning
Name	Another name	Abbr.		Section	Municipality	Traffic control	Private sidings	Shunting
Helsinki asema	*Helsingfors*	*Hki*	*0+159*		*Helsinki*			*K*
Pasila alapiha		*Psla*	*3+193*		*Helsinki*			*K*
Pasila asema	*Böle*	*Psl*	*3+230*		*Helsinki*			
Pasila autojuna-asema		*Pau*	*4+200*		*Helsinki*			
Ilmala asema		*Ila*	*4+434*		*Helsinki*			
Helsinki Kivihaka	*Stenhagen*	*Khk*	*4+701*		*Helsinki*			
Pasila tavara		*Pslt*	*4+748*		*Helsinki*		*K*	*K*
Ilmala ratapiha		*Ilr*	*4+950*		*Helsinki*		*K*	*K*
Käpylä	*Kottby*	*Käp*	*5+685*		*Helsinki*			
Oulunkylä	*Åggelby*	*Olk*	*7+399*		*Helsinki*		*K*	
Herrala		Hr	115+790	Riihimäki–Kouvola	Hollola			
Hiekkaharju	Sandkulla	Hkh	17+109	Helsinki–Riihimäki	Vantaa			
Hiirola		Hir	318+957	Kouvola–Pieksämäki	Mikkeli	K		
Hikiä		Hk	79+743	Riihimäki–Kouvola	Hausjärvi		K	
Hillosensalmi		Hls	233+344	Kouvola–Pieksämäki	Kouvola	K		
Hinthaara	Hindhår	Hh	52+150	Olli–Porvoo	Porvoo			
Hirvineva		Hvn	715+500	Seinäjoki–Oulu	Liminka	K		K
Humppila		Hp	188+776	Toijala–Turku	Humppila	K	K	K
Huopalahti	Hoplax	Hpl	6+375	Helsinki–Turku satama, Huopalahti–Vantaankoski	Helsinki	K		
Huutokoski		Hko	406+988	Pieksämäki–Joensuu, Huutokoski–Savonlinna	Joroinen	K	K	
Hyrynsalmi		Hys	704+601	Kontiomäki–Ämmänsaari	Hyrynsalmi	M		K
Hyvinkää	Hyvinge	Hy	58+792	Helsinki–Riihimäki, Hyvinkää–Karjaa	Hyvinkää	K	K	K
Hämeenlinna	Tavastehus	Hl	107+559	Riihimäki–Tampere	Hämeenlinna	K	K	K
Härmä		Hm	472+940	Seinäjoki–Oulu	Kauhava	K		K
Höljäkkä		Höl	765+261	Joensuu–Nurmes	Nurmes		K	K
Ii		Ii	789+165	Oulu–Laurila	Ii	K		K
Iisalmen teollisuus		Itk	553+182	Iisalmi–Ylivieska	Iisalmi		K	
Iisalmen teollisuus	Keveli	Itr	548+611	Pieksämäki–Kontiomäki	Iisalmi		K	K
Iisalmi	Idensalmi	Ilm	550+371	Iisalmi–Ylivieska, Pieksämäki–Kontiomäki	Iisalmi	K	K	K
Iisvesi		Isv	420+124	Suonenjoki–Iisvesi	Suonenjoki		K	K
Iittala		Ita	129+253	Riihimäki–Tampere	Hämeenlinna			
Ilomantsi	Ilomants	Ilo	695+203	Joensuu–Ilomantsi	Ilomantsi	M	K	K
IMATRA		**Ima**	**326+542**	**Kouvola–Joensuu, Imatra tavara–Imatrankoski-raja**	**Imatra**	**K**	**K**	**K**
Imatra asema		*Imr*	*323+977*		*Imatra*			
Imatra tavara		*Imt*	*326+542*		*Imatra*		*K*	*K*
Imatrankoski		*Imk*	*331+267*		*Imatra*		*K*	*K*
Pelkola		*Pa*	*335+672*		*Imatra*		*K*	*K*
Imatrankoski-raja		Imkr	337+095	Imatra tavara–Imatrankoski-raja	Imatra			
Inha		In	341+367	Orivesi–Seinäjoki	Ähtäri			K
Inkeroinen		Ikr	212+842	Kouvola–Kotka	Kouvola	K	K	K
Inkoo	Ingå	Iko	70+620	Helsinki–Turku satama	Inkoo	K		K
Isokangas		Isg	431+759	Niinisalo–Parkano–Kihniö	Parkano		K	
Isokylä		Ikä	1062+829	Kemijärvi–Kelloselkä	Kemijärvi	M	K	K
Isokyrö	Storkyro	Iky	447+488	Seinäjoki–Vaasa	Isokyrö	K		K
Jalasjärvi		Jal	309+871	Tampere–Seinäjoki	Jalasjärvi	K		K
Jepua	Jeppo	Jpa	495+784	Seinäjoki–Oulu	Uusikaarlepyy	K		K
JOENSUU		**Joe**	**–**	**Pieksämäki–Joensuu, Kouvola–Joensuu, Joensuu–Ilomantsi, Joensuu–Nurmes**		**M**	**K**	**K**
Joensuu Sulkulahti		*Sul*	*622+650*		*Joensuu*			*K*
Joensuu Peltola		*Plt*	*623+540*		*Joensuu*		*K*	*K*
Joensuu asema		*Jns*	*624+313*		*Joensuu*		*K*	*K*

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	Annat namn	Förkortning		Banavsnitt	Kommun	Trafikledning	Privata spår-anläggningar	Möjlighet till växlning
Name	Another name	Abbr.		Section	Municipality	Traffic control	Private sidings	Shunting
Jokela		Jk	47+937	Helsinki–Riihimäki	Tuusula	K		K
Joroinen	Jorois	Jor	414+617	Huutokoski–Savonlinna	Joroinen			K
Jorvas		Jrs	32+322	Helsinki–Turku satama	Kirkkonummi			
Joutseno		Jts	305+826	Kouvola–Joensuu	Lappeenranta	K	K	K
Joutsijärvi		Jsj	1082+855	Kemijärvi–Kelloselkä	Kemijärvi	M		K
Juankoski		Jki	532+005	Siilinjärvi–Viinijärvi	Juankoski	K	K	K
Jutila		Jut	94+620	Riihimäki–Kouvola	Kärkölä	K		
Juupajoki		Jj	246+580	Orivesi–Seinäjoki	Juupajoki			
Juurikorpi		Jri	224+898	Kouvola–Kotka, Juurikorpi–Hamina	Kotka	K		
Jyränkö		Jyr	165+774	Lahti–Heinola	Heinola		K	
Jyväskylä		Jy	377+435	Jyväskylä–Pieksämäki, Haapamäki–Jyväskylä, Jyväskylä–Äänekoski, Tampere–Jyväskylä	Jyväskylä	K	K	K
Jämsä		Jäs	284+084	Jämsä–Kaipola, Tampere–Jyväskylä	Jämsä	K		K
Jämsänkoski		Jsk	288+645	Tampere–Jyväskylä	Jämsä	K	K	K
Järvelä		Jr	103+606	Riihimäki–Kouvola	Kärkölä	K	K	K
JÄRVENPÄÄ		**Jvp**	–	**Helsinki–Riihimäki**		**K**		
Järvenpää asema	*Träskända*	*Jp*	*36+802*		*Järvenpää*			
Saunakallio		*Sau*	*38+846*		*Järvenpää*		*K*	*K*
Purola		*Pur*	*40+665*		*Järvenpää*	*K*		
Kaipiainen		Kpa	214+451	Kouvola–Joensuu	Kouvola	K	K	K
Kaipola		Kla	290+303	Jämsä–Kaipola	Jämsä		K	K
Kairokoski		Kko	423+184	Niinisalo–Parkano–Kihniö	Parkano			K
Kaitjärvi		Kjr	227+638	Kouvola–Joensuu	Luumäki	K		
Kajaani	Kajana	Kaj	633+491	Pieksämäki–Kontiomäki, Kajaani–Lamminniemi	Kajaani	K		K
Kaleton		Ktn	320+875	Haapamäki–Jyväskylä	Keuruu			
Kalkku		Kau	199+471	Lielahti–Kokemäki	Tampere	K	K	
Kalliovarasto		Kao	644+770	Pieksämäki–Kontiomäki	Kajaani		K	
Kallislahti		Kll	465+822	Huutokoski–Savonlinna	Savonlinna			K
Kalvitsa		Ksa	330+605	Kouvola–Pieksämäki	Mikkeli	K		K
Kangas		Kgs	642+466	Seinäjoki–Oulu	Ylivieska	K		K
Kannelmäki	Gamlas	Kan	9+300	Huopalahti–Vantaankoski	Helsinki	K		
Kannonkoski		Ksi	488+694	Äänekoski–Haapajärvi	Kannonkoski	M		K
Kannus		Kns	591+582	Seinäjoki–Oulu	Kannus	K		K
Karhejärvi		Krr	224+902	Tampere–Seinäjoki	Ylöjärvi	K		K
Karhukangas		Khg	621+508	Seinäjoki–Oulu	Ylivieska	K		
Karjaa	Karis	Kr	87+058	Helsinki–Turku satama, Hyvinkää–Karjaa, Karjaa–Hanko	Raasepori	K	K	K
Karkku		Kru	230+733	Lielahti–Kokemäki	Sastamala	K		K
Karviainen		Kar	247+320	Toijala–Turku	Aura	K		
Kaskinen	Kaskö	Ksk	530+522	Seinäjoki–Kaskinen	Kaskinen	K	K	K
Kattilaharju		Kth	205+556	Kouvola–Joensuu	Kouvola	K		
Kauhajoki		Kji	472+720	Seinäjoki–Kaskinen	Kauhajoki	K		
Kauhava		Kha	455+728	Seinäjoki–Oulu	Kauhava	K	K	K
KAUKLAHTI		**Kal**	–	**Helsinki–Turku satama**		**K**		
Kauklahti asema	*Köklax*	*Klh*	*24+277*		*Espoo*			*K*
Mankki	*Mankby*	*Mnk*	*25+401*		*Kirkkonummi*		*K*	
Kaulinranta		Klr	963+350	Tornio–Kolari	Ylitornio	K		
Kauniainen	Grankulla	Kni	16+054	Helsinki–Turku satama	Kauniainen	K	K	K
Kauppilanmäki		Kpl	568+751	Pieksämäki–Kontiomäki	Iisalmi	K		K
Kausala		Ka	169+425	Riihimäki–Kouvola	Iitti			
Kauttua		Ktu	310+423	Kiukainen–Säkylä	Eura		K	K

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	Annat namn	Förkortning		Banavsnitt	Kommun	Trafikledning	Privata spår-anläggningar	Möjlighet till växlning
Name	Another name	Abbr.		Section	Municipality	Traffic control	Private sidings	Shunting
Keitelepohja		Ktp	519+256	Äänekoski–Haapajärvi	Viitasaari	M		K
Kekomäki		Kek	79+288	Riihimäki–Kouvola	Hausjärvi	K		
Kelkkamäki		Klk	399+992	Jyväskylä–Pieksämäki	Laukaa		K	
Kelloselkä		Kls	1135+115	Kemijärvi–Kelloselkä	Salla	M		K
Kemi		Kem	858+300	Oulu–Laurila, Kemi–Ajos	Kemi	K	K	K
Kemijärvi		Kjä	1056+399	Kemijärvi–Kelloselkä, Laurila–Kemijärvi	Kemijärvi	K	K	K
Kemira		Ker	495+600	Siilinjärvi–Viinijärvi	Siilinjärvi	K	K	
Kempele		Kml	741+075	Seinäjoki–Oulu	Kempele	K		K
Kera		Kea	14+536	Helsinki–Turku satama	Espoo			
KERAVA		**Kev**	–	**Helsinki–Riihimäki, Kerava–Hakosilta, Kerava–Sköldvik, Kerava–Vuosaari**		**K**		
Kerava asema	*Kervo*	*Ke*	*28+869*		*Kerava*		*K*	*K*
Kytömaa		*Kyt*	*31+274*		*Kerava*			
Kerimäki		Kiä	495+532	Savonlinna–Parikkala	Kerimäki	K		K
Kesälahti		Kti	428+003	Kouvola–Joensuu	Kesälahti	K		
Keuruu		Keu	316+041	Haapamäki–Jyväskylä	Keuruu	K		K
Kihniö		Kiö	444+460	Niinisalo–Parkano–Kihniö	Kihniö	M		K
Kiiala	Kiala	Kia	60+013	Olli–Porvoo	Porvoo			
Kilo		Kil	13+035	Helsinki–Turku satama	Espoo			
Kilpua		Kua	668+910	Seinäjoki–Oulu	Oulainen	K		K
Kinahmi		Knh	508+922	Siilinjärvi–Viinijärvi	Nilsiä		K	
Kinni		Kii	247+982	Kouvola–Pieksämäki	Mäntyharju	K		
Kirjola		Kij	384+475	Kouvola–Joensuu	Parikkala		K	
Kirkkonummi	Kyrkslätt	Kkn	37+504	Helsinki–Turku satama	Kirkkonummi	K		K
Kirkniemi	Gerknäs	Krn	136+261	Hyvinkää–Karjaa	Lohja	K	K	K
Kitee		Kit	460+016	Kouvola–Joensuu	Kitee	K	K	K
Kiukainen		Kn	297+395	Kiukainen–Säkylä, Kokemäki–Rauma	Eura	K		K
Kiuruvesi		Krv	583+990	Iisalmi–Ylivieska	Kiuruvesi	K	K	K
Kivesjärvi		Kvj	878+147	Oulu–Kontiomäki	Paltamo	K		
Kohtavaara		Koh	776+308	Joensuu–Nurmes	Nurmes			
Koivu		Kvu	923+373	Laurila–Kemijärvi	Tervola	K		K
Koivuhovi	Björkgård	Kvh	17+861	Helsinki–Turku satama	Espoo			
Koivukylä	Björkby	Kvy	19+440	Helsinki–Riihimäki	Vantaa			
Kokemäki	Kumo	Kki	284+442	Lielahti–Kokemäki, Kokemäki–Rauma, Kokemäki–Pori	Kokemäki	K		K
Kokkola	Karleby	Kok	551+441	Kokkola–Ykspihlaja, Seinäjoki–Oulu	Kokkola	K	K	K
Kolari		Kli	1067+206	Tornio–Kolari	Kolari	K		K
Kolho		Klo	286+265	Orivesi–Seinäjoki	Mänttä-Vilppula		K	K
Kolppi	Kållby	Kpi	525+100	Seinäjoki–Oulu	Pedersöre	K	K	K
Kommila		Kmm	429+700	Varkaus–Kommila	Varkaus		K	K
Komu		Kom	607+179	Iisalmi–Ylivieska	Pyhäjärvi		K	
Kontiolahti		Khi	640+295	Joensuu–Nurmes	Kontiolahti	K		K
Kontiomäki		Kon	658+785	Nurmes–Kontiomäki, Oulu–Kontiomäki, Kontiomäki–Ämmänsaari, Pieksämäki–Kontiomäki, Kontiomäki–Vartius-raja	Paltamo	K	K	K
Koppnäs		Kop	203+540	Karjaa–Hanko	Hanko		K	K
Koria		Kra	185+374	Riihimäki–Kouvola	Kouvola			
Korkeakoski		Kas	247+910	Orivesi–Seinäjoki	Juupajoki	K	K	K
Korso		Krs	22+669	Helsinki–Riihimäki	Vantaa			
Korvensuo		Ksu	50+500	Kerava–Hakosilta	Mäntsälä	K		
Koskenkorva		Kos	442+447	Seinäjoki–Kaskinen	Ilmajoki	M	K	K
KOTKA		**Kot**	–	**Kouvola–Kotka, Kotka Hovinsaari–Kotka Mussalo**		**M**		
Kotka Hovinsaari		*Hos*	*240+400*		*Kotka*		*K*	*K*

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	Annat namn	Förkortning		Banavsnitt	Kommun	Trafikledning	Privata spår-anläggningar	Möjlighet till växlning
Name	Another name	Abbr.		Section	Municipality	Traffic control	Private sidings	Shunting
Kotka tavara		*Ktt*	*240+870*		*Kotka*			*K*
Paimenportti		*Pti*	*241+450*		*Kotka*			
Kotka asema		*Kta*	*242+775*		*Kotka*		*K*	*K*
Kotkan satama		*Kts*	*243+579*		*Kotka*		*K*	*K*
Kotka Mussalo		*Mss*	*247+057*		*Kotka*		*K*	*K*
KOUVOLA		**Kvl**	–	**Riihimäki–Kouvola, Kouvola–Pieksämäki, Kouvola–Kotka, Kouvola–Joensuu, Kouvola–Kuusankoski**		**M**	**K**	**K**
Kouvola asema		*Kv*	*191+540*		*Kouvola*		*K*	*K*
Kouvola lajittelu		*Kvla*	*192+570*		*Kouvola*		*K*	*K*
Kouvola tavara		*Kvt*	*194+050*		*Kouvola*		*K*	*K*
Kouvola Oikoraide		*Oik*	*194+460*		*Kouvola*			
Kullasvaara		*Kuv*	*197+300*		*Kouvola*			
Kovjoki		Koi	508+925	Seinäjoki–Oulu	Uusikaarlepyy	K		
Kruunupyy	Kronoby	Kpy	537+585	Seinäjoki–Oulu	Kruunupyy	K	K	K
Kuivasjärvi		Kis	276+327	Tampere–Seinäjoki	Parkano	K		K
KUOPIO		**Kpo**	–	**Pieksämäki–Kontiomäki**		**M**	**K**	**K**
Kuopio asema		*Kuo*	*464+590*		*Kuopio*			*K*
Kuopio tavara		*Kuot*	*465+500*		*Kuopio*		*K*	*K*
Kurkimäki		Krm	444+074	Pieksämäki–Kontiomäki	Kuopio	K		K
Kursu		Kuu	1095+034	Kemijärvi–Kelloselkä	Salla	M		K
Kuurila		Ku	138+769	Riihimäki–Tampere	Hämeenlinna	K		
Kuusankoski		Kuk	199+290	Kouvola–Kuusankoski	Kouvola	M	K	K
Kylänlahti		Kyn	742+945	Joensuu–Nurmes	Lieksa			
Kymi	Kymmene	Ky	233+449	Kouvola–Kotka	Kotka	M	K	K
Kyminlinna		Kln	237+352	Kouvola–Kotka	Kotka			
Kyrö		Kö	232+878	Toijala–Turku	Karinainen	K		K
Kyrölä		Krö	34+387	Helsinki–Riihimäki	Järvenpää			
Kälviä	Kelviå	Klv	568+144	Seinäjoki–Oulu	Kokkola	K		K
Köykkäri		Kök	486+491	Seinäjoki–Oulu	Kauhava	K		
Lahdenperä		Lpr	267+080	Tampere–Jyväskylä	Jämsä	K		
Lahnaslampi		Lhn	881+053	Vuokatti–Lahnaslampi	Sotkamo		K	K
Lahti	Lahtis	Lh	130+335	Riihimäki–Kouvola, Lahti–Heinola, Lahti–Mukkula, Lahti–Loviisan satama	Lahti	K	K	K
Laihia	Laihela	Lai	468+916	Seinäjoki–Vaasa	Laihia	K		K
Lakiala		Lak	209+214	Tampere–Seinäjoki	Ylöjärvi	K		K
Lamminkoski		Lmk	268+785	Tampere–Seinäjoki	Parkano	K		
Lamminniemi		Lam	636+664	Kajaani–Lamminniemi	Kajaani		K	K
Lapinjärvi	Lappträsk	Lpj	185+432	Lahti–Loviisan satama	Lapinjärvi	M		K
Lapinlahti		Lna	525+606	Pieksämäki–Kontiomäki	Lapinlahti	K		K
Lapinneva		Lpn	415+621	Niinisalo–Parkano–Kihniö	Parkano			K
Lappeenranta	Villmanstrand	Lr	287+726	Kouvola–Joensuu, Lappeenranta–Mustolan satama	Lappeenranta	K	K	K
Lappila		Laa	97+695	Riihimäki–Kouvola	Kärkölä			
Lappohja	Lappvik	Lpo	189+639	Karjaa–Hanko	Hanko	K	K	K
Lapua	Lappo	Lpa	441+094	Seinäjoki–Oulu	Lapua	K	K	K
Larvakytö		Lyö	333+057	Tampere–Seinäjoki	Seinäjoki	K		
Laukaa		Lau	401+193	Jyväskylä–Äänekoski	Laukaa	K		
Laurila		Lla	865+776	Laurila–Kemijärvi, Oulu–Laurila, Laurila–Tornio-raja	Keminmaa	K		K
Lauritsala		Lrs	292+240	Kouvola–Joensuu	Lappeenranta	K	K	K
Lautiosaari		Li	863+064	Lautiosaari–Elijärvi, Oulu–Laurila	Kemi	K		
Lelkola		Lkl	276+011	Kouvola–Pieksämäki	Hirvensalmi	K		
Lempäälä		Lpä	165+810	Riihimäki–Tampere	Lempäälä	K		
Leppäkoski		Lk	87+830	Riihimäki–Tampere	Janakkala	K		

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	Annat namn	Förkortning		Banavsnitt	Kommun	Trafikledning	Privata spår-anläggningar	Möjlighet till växlning
Name	Another name	Abbr.		Section	Municipality	Traffic control	Private sidings	Shunting
Leppävaara	Alberga	Lpv	11+249	Helsinki–Turku satama	Espoo	K		K
Leteensuo		Lts	123+554	Riihimäki–Tampere	Hattula	K		
Lieksa		Lis	728+122	Joensuu–Nurmes, Lieksa–Pankakoski	Lieksa	K	K	K
Lieksan teollisuusk		Ltk	728+847	Lieksa–Pankakoski	Lieksa		K	K
Lielahti		Llh	193+392	Tampere–Seinäjoki, Lielahti–Kokemäki	Tampere	K	K	K
Lievestuore		Lvt	402+191	Jyväskylä–Pieksämäki	Laukaa	K	K	K
Liminka	Limingo	Lka	728+483	Seinäjoki–Oulu	Liminka	K		K
Lohiluoma		Luo	463+619	Seinäjoki–Kaskinen	Kurikka			
Lohja	Lojo	Lo	122+965	Hyvinkää–Karjaa, Lohja–Lohjanjärvi	Lohja	K		K
Lohjanjärvi		Loj	128+036	Lohja–Lohjanjärvi	Lohja		K	K
Loimaa		Lm	208+870	Toijala–Turku	Loimaa	K	K	K
Louhela	Klippsta	Loh	13+190	Huopalahti–Vantaankoski	Vantaa			
Loukolampi		Lol	360+013	Kouvola–Pieksämäki	Pieksämäki	K		
Loviisan satama	Lovisa hamn	Lvs	207+209	Lahti–Loviisan satama	Loviisa	M	K	K
Luikonlahti		Lui	557+061	Siilinjärvi–Viinijärvi	Kaavi	K	K	K
Luoma	Bobäck	Lma	27+807	Helsinki–Turku satama	Kirkkonummi			
Lusto		Lus	509+170	Savonlinna–Parikkala	Punkaharju			
Luumäki		Lä	250+540	Kouvola–Joensuu, Luumäki–Vainikkala-raja	Luumäki	K	K	K
Lähdemäki		Läh	79+373	Kerava–Hakosilta	Orimattila	K		
Länkipohja		Läp	255+980	Tampere–Jyväskylä	Jämsä	K		
Maanselkä		Mlk	836+049	Nurmes–Kontiomäki	Sotkamo	M		K
Maaria	St Marie	Mri	262+070	Toijala–Turku	Turku	K		
Madesjärvi		Md	291+821	Tampere–Seinäjoki	Jalasjärvi	K		K
Majajärvi		Mjj	216+317	Tampere–Seinäjoki	Ylöjärvi	K		
Malmi	Malm	Ml	10+900	Helsinki–Riihimäki	Helsinki	K		
Malminkartano	Malmgård	Mlo	10+730	Huopalahti–Vantaankoski	Helsinki			
Markkala		Mrk	403+737	Pieksämäki–Kontiomäki	Suonenjoki	K		
Martinlaakso	Mårtensdal	Mrl	14+010	Huopalahti–Vantaankoski	Vantaa	K		
Masala	Masaby	Mas	29+561	Helsinki–Turku satama	Kirkkonummi			
Matkaneva		Mtv	562+059	Seinäjoki–Oulu	Kokkola	K		
Mattila		Mat	159+906	Riihimäki–Tampere	Lempäälä	K		
Meltola	Mjölbolsta	Mel	149+851	Hyvinkää–Karjaa	Raasepori		K	
Metsäkansa		Msä	155+968	Toijala–Valkeakoski	Valkeakoski			K
Mikkeli	St Michel	Mi	305+165	Kouvola–Pieksämäki	Mikkeli	K	K	K
Misi		Mis	1021+256	Laurila–Kemijärvi	Rovaniemi	M		K
Mommila		Mla	91+430	Riihimäki–Kouvola	Hausjärvi			
Muhos		Mh	788+424	Oulu–Kontiomäki	Muhos	K		K
Mukkula		Muk	140+012	Lahti–Mukkula	Lahti		K	K
Murtomäki		Mur	613+166	Pieksämäki–Kontiomäki, Murtomäki–Talvivaara, Murtomäki–Otanmäki	Kajaani	K	K	K
Mustio	Svartå	Mso	143+000	Hyvinkää–Karjaa	Raasepori			K
Mustolan satama		Mst	296+720	Lappeenranta–Mustolan satama	Lappeenranta		K	
Muukko		Mko	297+112	Kouvola–Joensuu	Lappeenranta	K		
Muurame		Muu	324+768	Tampere–Jyväskylä	Muurame	K		K
Muurola		Mul	948+494	Laurila–Kemijärvi	Rovaniemi	K		K
Myllykangas		Mys	815+693	Oulu–Laurila	Ii	K		
Myllykoski		Mki	203+741	Kouvola–Kotka	Kouvola	K		
Myllymäki		My	333+721	Orivesi–Seinäjoki	Ähtäri			K
Myllyoja		Myl	161+727	Lahti–Heinola	Heinola	K	K	K

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
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Name	Another name	Abbr.		Section	Municipality	Traffic control	Private sidings	Shunting
Mynttilä		Myt	270+889	Kouvola–Pieksämäki, Mynttilä–Ristiina	Mäntyharju	K		
Mynämäki		Myn	229+607	Turku–Uusikaupunki	Mynämäki	K		
Myrskylä	Mörskom	Myä	169+771	Lahti–Loviisan satama	Lapinjärvi			K
Myyrmäki	Myrbacka	Myr	12+130	Huopalahti–Vantaankoski	Vantaa	K		
Mäkkylä		Mäk	9+511	Helsinki–Turku satama	Espoo			
Mäntsälä		Mlä	59+210	Kerava–Hakosilta	Mäntsälä	K		
Mänttä		Män	282+740	Vilppula–Mänttä	Mänttä-Vilppula		K	K
Mäntyharju		Mr	262+680	Kouvola–Pieksämäki	Mäntyharju	K	K	K
Mäntyluoto		Mn	342+020	Pori–Mäntyluoto	Pori	K	K	K
Naantali	Nådendal	Nnl	213+193	Raisio–Naantali	Naantali		K	K
Naarajärvi		Nri	449+862	Jyväskylä–Pieksämäki	Pieksämäki	K	K	K
Nakkila		Nal	308+091	Kokemäki–Pori	Nakkila	K		
Nastola		Nsl	146+150	Riihimäki–Kouvola	Nastola			
Niemenpää		Nmp	923+605	Tornio–Kolari	Tornio	K		
Niinimaa		Nii	383+155	Orivesi–Seinäjoki	Alavus			
Niinimäki		Nmä	172+534	Riihimäki–Kouvola	Iitti			
Niinisalo		Nns	386+215	Niinisalo–Parkano–Kihniö	Kankaanpää	M	K	K
Niirala		Nrl	555+846	Niirala-raja–Säkäniemi	Tohmajärvi	M	K	K
Niirala-raja		Nrlr	554+080	Niirala-raja–Säkäniemi	Tohmajärvi			
Niittylahti		Nth	613+475	Kouvola–Joensuu	Joensuu	K		
Nikkilä	Nickby	Nlä	39+176	Kerava–Sköldvik	Sipoo			
Nivala		Nvl	676+887	Iisalmi–Ylivieska	Nivala	K		K
Nokia		Noa	204+004	Lielahti–Kokemäki	Nokia	K	K	K
Nummela		Nm	109+368	Hyvinkää–Karjaa	Vihti	K		K
Nuppulinna		Nup	44+170	Helsinki–Riihimäki	Tuusula			
Nurmes		Nrm	784+420	Nurmes–Kontiomäki, Joensuu–Nurmes	Nurmes	K	K	K
Närpiö	Närpes	När	518+255	Seinäjoki–Kaskinen	Närpiö			
Ohenmäki		Ohm	542+264	Pieksämäki–Kontiomäki	Iisalmi			K
Olli		Olli	45+734	Kerava–Sköldvik, Olli–Porvoo	Porvoo	K	K	
Onttola		Ont	631+177	Pieksämäki–Joensuu	Joensuu		K	K
Orimattila		Om	150+407	Lahti–Loviisan satama	Orimattila			K
Orivesi		Ov	228+276	Tampere–Jyväskylä, Orivesi–Seinäjoki	Orivesi	K		K
Orivesi keskusta		Ovk	231+512	Orivesi–Seinäjoki	Orivesi			
Otanmäki		Otm	638+822	Murtomäki–Otanmäki	Kajaani		K	K
Otava		Ot	290+521	Kouvola–Pieksämäki, Otava–Otavan satama	Mikkeli	K		K
Otavan satama		Ots	292+885	Otava–Otavan satama	Mikkeli		K	K
Oulainen		Ou	657+850	Seinäjoki–Oulu	Oulainen	K	K	K
OULU		**Oul**	–	**Seinäjoki–Oulu, Oulu–Kontiomäki, Oulu–Laurila**		**M**	**K**	**K**
Oulu Nokela		*Nok*	*750+030*		*Oulu*		*K*	*K*
Oulu Oritkari		*Ori*	*751+180*		*Oulu*		*K*	*K*
Oulu tavara		*Olt*	*751+360*		*Oulu*		*K*	*K*
Oulu asema	*Uleåborg*	*Ol*	*752+778*		*Oulu*			*K*
Oulu Tuira		*Tua*	*755+510*		*Oulu*		*K*	*K*
Paimio	Pemar	Po	171+885	Helsinki–Turku satama	Paimio	K		
Palopuro		Plp	54+535	Helsinki–Riihimäki	Hyvinkää	K		
Palta Oy		Poy	905+050	Oulu–Kontiomäki	Paltamo		K	
Paltamo		Pto	901+579	Oulu–Kontiomäki	Paltamo	K	K	K
Pankakoski		Pas	731+865	Lieksa–Pankakoski	Lieksa		K	K
Parikkala		Par	387+302	Kouvola–Joensuu, Savonlinna–Parikkala	Parikkala	K		K

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
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Name	Another name	Abbr.		Section	Municipality	Traffic control	Private sidings	Shunting
Parkano		Pko	262+483	Niinisalo–Parkano–Kihniö, Tampere–Seinäjoki	Parkano	K	K	K
Parola		Prl	115+764	Riihimäki–Tampere	Hattula	K	K	K
Pello		Pel	1002+632	Tornio–Kolari	Pello	K	K	
Peltosalmi		Pmi	545+355	Pieksämäki–Kontiomäki	Iisalmi			
Peräseinäjoki		Psj	318+481	Tampere–Seinäjoki	Seinäjoki	K	K	K
Pesiökylä		Psk	732+752	Kontiomäki–Ämmänsaari	Suomussalmi	M		K
Petäjävesi		Pvi	343+357	Haapamäki–Jyväskylä	Petäjävesi	K		
PIEKSÄMÄKI		**Pie**	–	**Kouvola–Pieksämäki, Pieksämäki–Kontiomäki, Jyväskylä–Pieksämäki, Pieksämäki–Joensuu**	**Pieksämäki**	**M**	**K**	**K**
Pieksämäki asema		*Pm*	*376+000*		*Pieksämäki*		*K*	*K*
Pieksämäki Temu		*Tmu*	*377+340*		*Pieksämäki*		*K*	*K*
Pieksämäki lajittelu		*Pmla*	*378+640*		*Pieksämäki*		*K*	*K*
Pieksämäki tavara		*Pmt*	*379+960*		*Pieksämäki*		*K*	*K*
Pietarsaari	Jakobstad	Pts	528+780	Pännäinen–Pietarsaari, Pietarsaari–Alholma	Pietarsaari	M		K
Pihlajavesi		Ph	312+500	Orivesi–Seinäjoki	Keuruu	K		K
Pihtipudas		Pp	540+605	Äänekoski–Haapajärvi	Pihtipudas	M		K
Piikkiö	Pikis	Pik	182+784	Helsinki–Turku satama	Kaarina	K		K
Pikkarala		Pkl	771+765	Oulu–Kontiomäki	Oulu	K	K	
Pitäjänmäki	Sockenbacka	Pjm	8+474	Helsinki–Turku satama	Helsinki			
Pohjankuru	Skuru	Pku	94+907	Helsinki–Turku satama	Raasepori	K	K	K
Pohjois-Haaga	Norra Haga	Poh	8+050	Huopalahti–Vantaankoski	Helsinki			
Pohjois-Louko		Plu	329+329	Tampere–Seinäjoki	Seinäjoki	K		
Poikkeus		Pkk	254+744	Tampere–Seinäjoki	Parkano	K		
Poiksilta		Poi	416+728	Kouvola–Joensuu	Kesälahti			K
Pori	Björneborg	Pri	322+278	Pori–Ruosniemi, Pori–Mäntyluoto, Kokemäki–Pori	Pori	K	K	K
Porokylä		Por	787+046	Nurmes–Kontiomäki	Nurmes		K	K
Porvoo	Borgå	Prv	62+287	Olli–Porvoo	Porvoo			K
Puhos		Pus	452+808	Kouvola–Joensuu	Kitee	K	K	K
Puistola	Parkstad	Pla	14+262	Helsinki–Riihimäki	Helsinki			
Pukinmäki	Bocksbacka	Pmk	9+346	Helsinki–Riihimäki	Helsinki			
Pulsa		Pl	262+491	Luumäki–Vainikkala-raja	Lappeenranta	K		K
Punkaharju		Pun	515+111	Savonlinna–Parikkala	Punkaharju	K	K	K
Pyhäkumpu		Pyk	615+415	Pyhäkumpu erkanemisvaihde–Pyhäkumpu	Pyhäjärvi		K	
Pyhäkumpu erkane		Pye	613+511	Iisalmi–Ylivieska, Pyhäkumpu erkanemisvaihde–Pyhäkumpu	Pyhäjärvi	K		
Pyhäsalmi		Phä	615+939	Iisalmi–Ylivieska	Pyhäjärvi	K		K
Pännäinen	Bennäs	Pnä	518+604	Pännäinen–Pietarsaari, Seinäjoki–Oulu	Pedersöre	K		K
Raahe	Brahestad	Rhe	726+726	Raahe–Rautaruukki, Tuomioja–Raahe	Raahe	K	K	K
Raippo		Rpo	270+052	Luumäki–Vainikkala-raja	Lappeenranta	K	K	K
Raisio	Reso	Rai	207+842	Turku–Uusikaupunki, Raisio–Naantali	Raisio	K	K	K
Rajamäki		Rm	72+267	Hyvinkää–Karjaa	Nurmijärvi		K	K
Rajaperkiö		Rjp	448+450	Seinäjoki–Oulu	Lapua	K		
Rantasalmi		Rmi	445+165	Huutokoski–Savonlinna	Rantasalmi	K		K
Rasinsuo		Ras	258+510	Kouvola–Joensuu	Luumäki	K		
Ratikylä		Rlä	284+344	Tampere–Seinäjoki	Kihniö	K		K
Rauha		Rah	318+490	Kouvola–Joensuu	Lappeenranta	K		K
Rauhalahti		Rhl	380+510	Jyväskylä–Pieksämäki	Jyväskylä		K	K
Rauma	Raumo	Rma	331+659	Kokemäki–Rauma	Rauma	K	K	K
Raunio		Rio	464+660	Seinäjoki–Oulu	Kauhava	K		
Rautaruukki		Rat	730+050	Raahe–Rautaruukki	Raahe		K	K
Rautjärvi		Rjä	345+788	Kouvola–Joensuu	Rautjärvi	K		

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	Annat namn	Förkortning		Banavsnitt	Kommun	Trafikledning	Privata spår-anläggningar	Möjlighet till växlning
Name	Another name	Abbr.		Section	Municipality	Traffic control	Private sidings	Shunting
Rautpohja		Rph	372+829	Haapamäki–Jyväskylä	Jyväskylä		K	
Rekola	Räckhals	Rkl	20+615	Helsinki–Riihimäki	Vantaa			
Retretti		Ree	507+500	Savonlinna–Parikkala	Punkaharju			
RIIHIMÄKI		**Rii**	–	**Helsinki–Riihimäki, Riihimäki–Kouvola, Riihimäki–Tampere**		**K**		
Riihimäki Arolampi		*Arp*	*66+600*		*Hausjärvi*			
Riihimäki tavara		*Rit*	*68+773*		*Riihimäki*			*K*
Riihimäki lajittelu		*Rila*	*70+068*		*Riihimäki*			*K*
Riihimäki asema		*Ri*	*71+410*		*Riihimäki*		*K*	*K*
Riijärvi		Rjr	502+597	Seinäjoki–Oulu	Uusikaarlepyy	K		
Riippa		Rpa	578+065	Seinäjoki–Oulu	Kokkola	K		
Ristiina		Rst	291+162	Mynttilä–Ristiina	Ristiina	M	K	K
Ristijärvi		Rjv	676+804	Kontiomäki–Ämmänsaari	Ristijärvi	K		
Rovaniemi		Roi	971+775	Laurila–Kemijärvi	Rovaniemi	K	K	K
Ruha		Rha	433+128	Seinäjoki–Oulu	Lapua	K		
Runni		Rnn	568+522	Iisalmi–Ylivieska	Iisalmi			
Ruosniemi		Rsn	330+936	Pori–Ruosniemi	Pori		K	
Ruukki		Rki	705+228	Seinäjoki–Oulu	Siikajoki	K	K	K
Ryttylä		Ry	80+770	Riihimäki–Tampere	Hausjärvi	K	K	K
Röyttä		Röy	893+917	Tornio–Röyttä	Tornio		K	K
Saakoski		Saa	305+373	Tampere–Jyväskylä	Jyväskylä	K		
Saari		Sr	405+246	Kouvola–Joensuu	Parikkala	K		
Saarijärvi		Srj	452+723	Äänekoski–Haapajärvi	Saarijärvi	M		K
Salla		Sll	1121+403	Kemijärvi–Kelloselkä	Salla	M		K
Salminen		Sln	426+718	Pieksämäki–Kontiomäki, Pieksämäki–Kontiomäki	Suonenjoki	K		K
Salmivaara		Smv	1111+444	Kemijärvi–Kelloselkä	Salla			K
Salo		Slo	143+981	Helsinki–Turku satama	Salo	K		K
Sammalisto		Sam	74+487	Riihimäki–Tampere	Riihimäki	K		
Santala	Sandö	Sta	196+908	Karjaa–Hanko	Hanko			
Saunamäki		Smä	180+534	Riihimäki–Kouvola	Iitti			
Savio		Sav	26+265	Helsinki–Riihimäki	Kerava		K	
SAVONLINNA		**Svl**	–	**Savonlinna–Parikkala, Huutokoski–Savonlinna**	**Savonlinna**	**K**		
Savonlinna asema	*Nyslott*	*Sl*	*482+797*		*Savonlinna*	*K*		
Pääskylahti		*Pky*	*484+913*		*Savonlinna*	*K*	*K*	*K*
SEINÄJOKI		**Sei**	–	**Tampere–Seinäjoki, Seinäjoki–Oulu, Orivesi–Seinäjoki, Seinäjoki–Vaasa, Seinäjoki–Kaskinen**		**M**	**K**	**K**
Seinäjoki tavara		*Skt*	*416+580*		*Seinäjoki*		*K*	*K*
Seinäjoki asema		*Sk*	*418+001*		*Seinäjoki*		*K*	*K*
Selänpää		Spä	209+869	Kouvola–Pieksämäki	Kouvola	K		
Sieppijärvi		Spj	1045+904	Tornio–Kolari	Kolari	K		K
Sievi		Svi	613+592	Seinäjoki–Oulu	Sievi	K		K
Siikamäki		Skä	389+745	Pieksämäki–Joensuu	Pieksämäki	K		
Siilinjärvi		Sij	489+718	Siilinjärvi–Viinijärvi, Pieksämäki–Kontiomäki	Siilinjärvi	K	K	K
Simo		Sim	833+715	Oulu–Laurila	Simo	K		K
Simpele		Spl	368+317	Kouvola–Joensuu	Rautjärvi	K	K	K
Sipilä		Sip	68+697	Kerava–Hakosilta, Kerava–Hakosilta	Mäntsälä	K		
Sisättö		Stö	235+602	Tampere–Seinäjoki	Ikaalinen	K		
Siuntio	Sjundeå	Sti	51+285	Helsinki–Turku satama	Siuntio	K		
Siuro		Siu	213+355	Lielahti–Kokemäki	Nokia	K		K
Skogby		Sgy	184+790	Karjaa–Hanko	Raasepori			
Sköldvik	Kilpilahti	Sld	56+360	Kerava–Sköldvik	Porvoo	M	K	K

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	Annat namn	Förkortning		Banavsnitt	Kommun	Trafikledning	Privata spår-anläggningar	Möjlighet till växlning
Name	Another name	Abbr.		Section	Municipality	Traffic control	Private sidings	Shunting
Soinlahti		Soa	559+340	Pieksämäki–Kontiomäki	Iisalmi		K	K
Sorsasalo		Sor	473+754	Pieksämäki–Kontiomäki	Kuopio		K	
Sukeva		Skv	589+222	Pieksämäki–Kontiomäki	Sonkajärvi	K		K
Suolahti		Suo	417+796	Jyväskylä–Äänekoski	Äänekoski	K	K	K
Suonenjoki		Snj	413+842	Pieksämäki–Kontiomäki, Suonenjoki–Iisvesi	Suonenjoki	K		K
Suoniemi		Snm	220+655	Lielahti–Kokemäki	Nokia	K		
Syrjä		Syr	452+865	Pieksämäki–Joensuu	Heinävesi			K
Syrjämäki		Ski	341+621	Tampere–Seinäjoki	Seinäjoki	K		
Sysmäjärvi		Smj	669+601	Sysmäjärvi–Vuonos, Siilinjärvi–Viinijärvi	Outokumpu	K	K	K
Säkylä		Säk	315+928	Kiukainen–Säkylä	Eura		K	K
Säkäniemi		Sä	586+873	Niirala-raja–Säkäniemi, Kouvola–Joensuu	Tohmajärvi	K		
Sänkimäki		Skm	504+908	Siilinjärvi–Viinijärvi	Nilsiä			K
Sääksjärvi		Sj	177+734	Riihimäki–Tampere	Tampere	K		
Taavetti		Ta	238+589	Kouvola–Joensuu	Luumäki	K	K	K
Tahkoluoto		Tko	350+750	Pori–Mäntyluoto	Pori		K	K
Taipale		Te	537+605	Pieksämäki–Kontiomäki	Iisalmi	K		
Talviainen		Tv	247+245	Tampere–Jyväskylä	Orivesi	K		K
Talvivaara		Tlv	637+700	Murtomäki–Talvivaara				
Tammisaari	Ekenäs	Tms	174+056	Karjaa–Hanko	Raasepori			
TAMPERE		**Tre**	–	**Riihimäki–Tampere, Tampere–Seinäjoki, Tampere–Jyväskylä**		**M**		
Tampere tavara		*Tpet*	*186+100*		*Tampere*		*K*	*K*
Tampere Viinikka		*Vka*	*185+400*		*Tampere*		*K*	*K*
Tampere asema	*Tammerfors*	*Tpe*	*187+389*		*Tampere*			*K*
Tampere Järvensivu		*Jvs*	*187+814*		*Tampere*			
Tapanila	Mosabacka	Tna	12+548	Helsinki–Riihimäki	Helsinki			
Tapavainola		Tap	270+405	Kouvola–Joensuu	Lappeenranta	K		
Tavastila		Tsl	228+854	Kouvola–Kotka	Kotka			
Tervajoki		Tk	460+156	Seinäjoki–Vaasa	Isokyrö			
Tervola		Trv	900+521	Laurila–Kemijärvi	Tervola	K		K
Teuva	Östermark	Tuv	497+474	Seinäjoki–Kaskinen	Teuva	M		K
Tikkala		Tkk	592+461	Kouvola–Joensuu	Tohmajärvi	K		
Tikkurila	Dickursby	Tkl	15+721	Helsinki–Riihimäki	Vantaa	K	K	K
Tohmajärvi		Toh	571+752	Niirala-raja–Säkäniemi	Tohmajärvi	K		K
Toijala		Tl	147+339	Toijala–Turku, Riihimäki–Tampere, Toijala–Valkeakoski	Akaa	K	K	K
Toivala		Toi	479+162	Pieksämäki–Kontiomäki	Siilinjärvi	K		K
Tolsa	Tolls	Tol	35+634	Helsinki–Turku satama	Kirkkonummi			
Tommola		Tom	117+197	Riihimäki–Kouvola	Hollola	K		
Torkkeli		Trk	240+154	Tampere–Jyväskylä	Orivesi	K		
TORNIO		**Trn**	–	**Tornio–Röyttä, Tornio–Kolari, Laurila–Tornio-raja**		**K**	**K**	**K**
Tornio asema	*Torneå*	*Tor*	*884+656*		*Tornio*	*K*	*K*	*K*
Tornio-raja	*Torneå gränsen*	*Trr*	*887+236*		*Tornio*			
Tornio-Itäinen	Torneå Östra	Tri	883+307	Laurila–Tornio-raja	Tornio			
Tuomarila	Domsby	Trl	19+022	Helsinki–Turku satama	Espoo			
Tuomioja		Tja	698+504	Seinäjoki–Oulu, Tuomioja–Raahe	Siikajoki	K		K
Turenki		Tu	93+771	Riihimäki–Tampere	Janakkala	K	K	K
TURKU		**Tur**	–	**Helsinki–Turku satama, Toijala–Turku, Turku–Uusikaupunki**	**Turku**	**K**	**K**	**K**
Kupittaa	*Kuppis*	*Kut*	*196+372*		*Turku*			
Turku asema	*Åbo*	*Tku*	*199+674*		*Turku*		*K*	*K*
Turku tavara		*Tkut*	*200+460*		*Turku*		*K*	*K*

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	Annat namn	Förkortning		Banavsnitt	Kommun	Trafikledning	Privata spår-anläggningar	Möjlighet till växlning
Name	Another name	Abbr.		Section	Municipality	Traffic control	Private sidings	Shunting
Turku satama	*Åbo hamn*	*Tus*	*202+510*		*Turku*		*K*	
Tuupovaara		Tpv	668+672	Joensuu–Ilomantsi	Joensuu			K
Tuuri		Tuu	366+962	Orivesi–Seinäjoki	Alavus			K
Törmä		Tör	878+075	Laurila–Kemijärvi	Keminmaa	K		
Törölä		Trä	264+972	Kouvola–Joensuu	Lappeenranta	K		
Uimaharju		Uim	674+451	Joensuu–Nurmes	Joensuu	K	K	K
Urjala		Ur	165+588	Toijala–Turku	Urjala	K		K
Utajärvi		Utj	810+501	Oulu–Kontiomäki	Utajärvi	K		K
Utti		Uti	204+085	Kouvola–Joensuu	Kouvola			K
Uusikaupunki	Nystad	Ukp	264+795	Uusikaupunki–Hangonsaari, Turku–Uusikaupunki	Uusikaupunki	K	K	K
Uusikylä		Ukä	150+722	Riihimäki–Kouvola	Nastola	K		K
Vaajakoski		Vko	384+866	Jyväskylä–Pieksämäki	Jyväskylä	K		K
Vaala		Vaa	844+671	Oulu–Kontiomäki	Vaala	K		K
Vaarala		Vra	981+460	Laurila–Kemijärvi	Rovaniemi			K
Vaasa	Vasa	Vs	492+588	Seinäjoki–Vaasa, Vaasa–Vaskiluoto	Vaasa	K	K	K
Vahojärvi		Vjr	244+926	Tampere–Seinäjoki	Parkano	K		
VAINIKKALA		**Vai**	–	**Luumäki–Vainikkala-raja**		**M**	**K**	**K**
Vainikkala tavara		*Vnat*	*281+700*		*Lappeenranta*		*K*	*K*
Vainikkala asema		*Vna*	*282+784*		*Lappeenranta*		*K*	*K*
Vainikkala-raja		Vnar	284+862	Luumäki–Vainikkala-raja	Lappeenranta			
Valimo	Gjuteriet	Vmo	7+480	Helsinki–Turku satama	Helsinki			
Valkeakoski		Vi	164+952	Toijala–Valkeakoski	Valkeakoski	M	K	K
Valkeasuo		Vso	583+976	Niirala-raja–Säkäniemi	Tohmajärvi			K
Valtimo		Vlm	808+636	Nurmes–Kontiomäki	Valtimo	M		K
Vammala		Vma	245+885	Lielahti–Kokemäki	Sastamala	K	K	K
Vanattara		Vtr	172+340	Riihimäki–Tampere	Lempäälä	K		
Vantaankoski	Vandaforsen	Vks	14+907	Huopalahti–Vantaankoski	Vantaa	K		
Varkaus		Var	424+685	Pieksämäki–Joensuu, Varkaus–Kommila	Varkaus	K	K	K
Vartius		Vus	753+755	Kontiomäki–Vartius-raja	Kuhmo	M		K
Vartius-raja		Vur	755+856	Kontiomäki–Vartius-raja	Kuhmo			
Vasikkahaka		Vkh	31+175	Helsinki–Turku satama	Kirkkonummi	K		
Vaskiluoto	Vasklot	Vsk	496+463	Vaasa–Vaskiluoto	Vaasa		K	K
Venetmäki		Vki	433+164	Jyväskylä–Pieksämäki	Pieksämäki	K		
Vesanka		Vn	364+469	Haapamäki–Jyväskylä	Jyväskylä	K		
Viekki		Vk	753+979	Joensuu–Nurmes	Lieksa			K
Vierumäki		Vrm	153+801	Lahti–Heinola	Heinola			K
Vihanti		Vti	684+573	Seinäjoki–Oulu	Vihanti	K	K	K
Vihtari		Vih	489+889	Pieksämäki–Joensuu	Heinävesi	K		K
Viiala		Via	154+237	Riihimäki–Tampere	Akaa	K	K	K
Viinijärvi		Vnj	656+569	Siilinjärvi–Viinijärvi, Pieksämäki–Joensuu	Liperi	K		K
Villähde		Vlh	140+442	Riihimäki–Kouvola	Nastola	K		
Vilppula		Vlp	274+760	Orivesi–Seinäjoki, Vilppula–Mänttä	Mänttä-Vilppula	K	K	K
Vinnilä		Vin	131+243	Riihimäki–Tampere	Hämeenlinna	K		
Voltti		Vt	479+402	Seinäjoki–Oulu	Kauhava	K		K
Vuohijärvi		Vhj	221+308	Kouvola–Pieksämäki	Kouvola	K		K
Vuojoki		Vjo	318+501	Kokemäki–Rauma	Eurajoki	K		
Vuokatti		Vkt	868+838	Nurmes–Kontiomäki, Vuokatti–Lahnaslampi	Sotkamo	M	K	K
Vuonislahti		Vsl	705+240	Joensuu–Nurmes	Lieksa	K		
Vuonos		Vns	588+808	Sysmäjärvi–Vuonos	Outokumpu			K

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
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Vuorten-Vuori		Vv	576+687	Äänekoski–Haapajärvi	Haapajärvi		K	
Vuosaari		Vsa	50+184	Kerava–Vuosaari	Helsinki	K	K	K
YKSPIHLAJA		**Yks**	–	**Kokkola–Ykspihlaja**			*K*	*K*
Ykspihlaja tavara		*Ykst*	*553+900*		*Kokkola*		*K*	*K*
Ykspihlaja väliratapiha		*Yksv*	*555+511*		*Kokkola*		*K*	*K*
Ylistaro		Yst	439+558	Seinäjoki–Vaasa	Seinäjoki			
Ylitornio		Ytr	946+139	Tornio–Kolari	Ylitornio			
Ylivalli		Ylv	302+016	Tampere–Seinäjoki	Jalasjärvi	K	K	K
Ylivieska		Yv	630+343	Iisalmi–Ylivieska, Seinäjoki–Oulu	Ylivieska	M	K	K
Yläkoski		Ylk	416+984	Suonenjoki–Iisvesi	Suonenjoki		K	K
Ylämylly		Yly	639+019	Pieksämäki–Joensuu	Liperi	K		K
Ylöjärvi		Ylö	200+753	Tampere–Seinäjoki	Ylöjärvi	K		K
Ypykkävaara		Ypy	729+780	Kontiomäki–Vartius-raja	Kuhmo	K		K
Äetsä		Äs	258+280	Lielahti–Kokemäki	Sastamala	K		K
Ähtäri	Etseri	Äht	346+067	Orivesi–Seinäjoki	Ähtäri	K		K
Ämmänsaari		Äm	750+448	Kontiomäki–Ämmänsaari	Suomussalmi	M		K
Äänekoski		Äki	424+515	Jyväskylä–Äänekoski, Äänekoski–Haapajärvi	Äänekoski	K	K	K

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavara-liikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Pääty-laituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liiken-nettä	Tavara-liikennettä
Namn	Kortaste perrong-längden	Längsta perrong-längden	Perrong-höjden	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoperrong	Perrong i ändan av banan	Lastning pä samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform lenght [m]	Max. Platform lenght [m]	Platform height [mm]	Number of tracks with platforms	Design train lenght (freight traffic) [m]	Power supply [400 V, A]	Side loading platform lenght [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Ahvenus				0	745	—	—	—	—	—	—	—	—
Airaksela				0	842	—	—	—	—	—	—	—	T
Aittaluoto				0	—	—	—	—	—	—	—	—	T
Ajos				0	—	—	—	—	Y	Y	—	—	T
Alapitkä				0	664	25 A	—	—	K	—	—	—	T
Alavus	80	203	265	2	743	—	—	—	K	—	—	H	T
Alholma				0	—	—	—	—	Y	Y	—	—	T
Alvajärvi				0	—	—	—	—	K	—	—	—	T
Arola				0	1088	25 A	24	—	K	—	—	—	T
Dragsvik		70	550	1	925	—	—	—	—	—	—	H	—
Dynamiittivaihde				0	—	—	—	—	—	—	—	—	T
Elijärvi				0	—	—	—	—	—	—	—	—	—
Eläinpuisto-Zoo		99	265	1	—	—	—	—	—	—	—	H	—
Eno		80	550	1	664	25 A	—	—	K	—	—	H	T
Ervelä				0	750	—	—	—	—	—	—	—	—
Eskola		(120)	(265)	(1)	778	—	13	—	K	—	—	—	T
Espoo	240	322	550	4	326	—	—	—	—	—	—	H	—
Haapajärvi		160	265	1	736	25 A	12	—	K Y	—	—	H	T
Haapakoski		(51)	(265)	(1)	763	—	—	—	K	—	—	—	—
Haapamäen kyllästämö				0	—	—	—	—	—	—	—	—	T
Haapamäki	188	325	265 (265)	3 (1)	644	25 A 63 A	60	—	K	—	—	H	T
Haarajoki	220	220	550	2	240	—	—	—	—	—	—	H	—
Hakosilta				0	—	—	—	—	—	—	—	—	—
Haksi				0	—	—	—	—	—	—	—	H	—
Hamina				0	834	25 A	18	K	Y	Y	Y	—	T
Hammaslahti				0	688	—	—	—	Y	—	—	—	T
Hanala				0	—	—	—	—	—	—	—	—	—
Hangonsaari				0	—	—	—	—	—	—	—	—	T
Hanhikoski				0	—	—	20	—	K	—	—	—	T
Hankasalmi	233	289	265	2	766	25A	20	K	K	—	—	H	T

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavara-liikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Pääty-laituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liiken-nettä	Tavara-liikennettä
Namn	Kortaste perrong-längden	Längsta perrong-längden	Perrong-höjden	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoperrong	Perrong i ändan av banan	Lastning pä samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform lenght [m]	Max. Platform lenght [m]	Platform height [mm]	Number of tracks with platforms	Design train lenght (freight traffic) [m]	Power supply [400 V, A]	Side loading platform lenght [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
HANKO													
Hanko asema	*108*	*108*	*265*	*2*	*805*	*63 A 25 A*	*113*	*K*	—	*Y*	*Y*	*H*	*T*
Hanko tavara				*0*	*717*	—	—	—	—	—	—	—	*T*
Hanko-Pohjoinen		*68*	*550*	*1*	—	—	—	—	—	—	—	*H*	—
Harjavalta	250	250	550	2	766	25 A	—	—	K	—	—	H	T
Harju				0	789	—	—	—	—	—	—	—	—
Harviala				0	—	—	—	—	—	—	—	—	—
Haukipudas				0	833	—	11	—	K	—	—	—	—
Haukivuori	199	200	265	2	894	—	—	—	K	—	—	H	T
HAUSJÄRVI													
Hausjärvi tavara				*0*	*656*	—	—	—	*K*	*Y*	—	—	—
Oitti	*102*	*102*	*550*	*2*	—	—	—	—	—	—	—	*H*	—
Haviseva				0	—	—	—	—	—	—	—	—	—
Heikkilä				0	—	—	—	—	—	—	—	—	—
Heinola		(107)	(265)	(1)	605	—	15	—	K	—	—	—	T
Heinoo				0	745	—	—	—	—	—	—	—	—
Heinävaara				0	—	—	—	—	K	—	—	—	T
Heinävesi	100	206	265	2	570	—	9	—	K	—	—	H	T
HELSINKI													
Helsinki asema	*265*	*477*	*550*	*19*	*473*	—	—	—	—	—	—	*H*	—
Pasila alapiha				*0*	—	*25 A*	—	—	—	—	—	—	—
Pasila asema	*319*	*432*	*550, 265*	*10*	—	—	—	—	—	—	—	*H*	—
Pasila autojuna-asema	*450*	*450*	*550*	*2*	—	*63 A*	—	—	—	—	—	*H*	—
Ilmala asema	*270*	*270*	*550*	*2*	—	—	—	—	—	—	—	*H*	—
Helsinki Kivihaka				*0*	—	—	—	—	—	—	—	—	—
Pasila tavara				*0*	*775*	*63 A*	*230*	*K*	*K Y*	*Y*	—	—	*T*
Ilmala ratapiha	*500*	*500*	*265*	*4*	—	*00 V, 25 A 63*	*29*	—	—	—	*Y*	—	—
Käpylä	*(278)*	*336*	*550 (265)*	*2 (2)*	*141*	—	—	—	—	—	—	*H*	—
Oulunkylä	*266*	*266*	*550*	*2*	—	—	—	—	—	—	—	*H*	—
Herrala	110	110	550	2	—	—	—	—	—	—	—	H	—
Hiekkaharju	270	526	550	2	—	—	—	—	—	—	—	H	—
Hiirola				0	760	—	—	—	—	—	—	—	—

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavara-liikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Pääty-laituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liiken-nettä	Tavara-liikennettä
Namn	Kortaste perrong-längden	Längsta perrong-längden	Perrong-höjden	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoperrong	Perrong i ändan av banan	Lastning pä samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform lenght [m]	Max. Platform lenght [m]	Platform height [mm]	Number of tracks with platforms	Design train lenght (freight traffic) [m]	Power supply [400 V, A]	Side loading platform lenght [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Hikiä	120	120	550	2	—	—	—	—	—	—	—	H	—
Hillosensalmi		(170)	(550)	(1)	800	—	—	—	—	—	—	—	—
Hinthaara	55	65	265	3	—	—	—	—	—	—	—	—	—
Hirvineva				0	799	25 A	13	—	K	—	—	—	—
Humppila	249	430	550	3	756	25 A	29	—	Y	—	—	H	T
Huopalahti	270	270	550	4	287	—	—	—	—	—	—	H	—
Huutokoski				0	661	—	—	—	—	—	—	—	—
Hyrynsalmi		(100)	(265)	(1)	732	25 A	12	—	K	—	—	—	T
Hyvinkää	(56)	332	550 (265)	4 (1)	814	25 A	20	—	K	—	—	H	T
Hämeenlinna	257	450	550	3	832	25 A	34	K	K	—	—	H	T
Härmä				0	808	—	—	—	K	—	—	—	T
Höljäkkä		92	265	1	—	—	—	—	K Y	—	—	H	T
Ii		(92)	(265)	(1)	690	—	—	—	K	—	—	—	—
Iisalmen teollisuuskylä				0	—	—	—	—	—	—	—	—	—
Iisalmen teollisuusraiteet				0	—	—	—	—	Y	—	—	—	T
Iisalmi	162	396	265	3	741	00 V, 63 A 25	58	K	Y	—	Y	H	T
Iisvesi				0	—	—	—	—	K	—	—	—	T
Iittala	170	170	550	2	—	—	—	—	—	—	—	H	—
Ilomantsi				0	817	25 A	—	—	K	—	—	—	T
IMATRA													
Imatra asema		*450*	*265*	*1*	—	—	—	—	—	—	—	*H*	—
Imatra tavara		*(218)*	*(265)*	*(1)*	*889*	*00 V, 63 A 25*	—	—	*K Y*	—	*Y*	—	*T*
Imatrankoski				*0*	*1224*	—	*18*	—	*K*	—	—	—	*T*
Pelkola				*0*	—	—	—	—	—	—	—	—	*T*
Imatrankoski-raja				0	—	—	—	—	—	—	—	—	T
Inha		(99)	(265)	(1)	—	—	42	—	K	—	—	—	T
Inkeroinen	120	172	265	3	796	—	21	—	K	—	—	H	T
Inkoo	100	170	550	2	243	25 A	14	—	—	—	—	H	—
Isokangas				0	—	—	—	—	—	—	—	—	—
Isokylä				0	—	—	14	—	K	—	—	—	T

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavara-liikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Pääty-laituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liiken-nettä	Tavara-liikennettä
Namn	Kortaste perrong-längden	Längsta perrong-längden	Perrong-höjden	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoperrong	Perrong i ändan av banan	Lastning pä samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform lenght [m]	Max. Platform lenght [m]	Platform height [mm]	Number of tracks with platforms	Design train lenght (freight traffic) [m]	Power supply [400 V, A]	Side loading platform lenght [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Isokyrö	110	150	550, 265	2	510	—	—	—	K	—	—	H	T
Jalasjärvi		(51)	(550)	(1)	764	—	28	—	K	—	—	—	T
Jepua				0	825	25 A	19	—	K	—	—	—	—
JOENSUU													
Joensuu asema	*239*	*329*	*265*	*3*	*561*	*00 V, 63 A 25*	*46*	*—*	*K*	*—*	*Y*	*H*	*T*
Joensuu Peltola				*0*	*666*	*—*	*—*	*—*	*K Y*	*Y*	*—*	*—*	*T*
Joensuu Sulkulahti				*0*	*702*	*—*	*—*	*—*	*—*	*—*	*—*	*—*	*T*
Jokela	320	338	550	3	822	—	—	—	—	—	—	H	—
Joroinen				0	—	—	—	—	—	—	—	—	T
Jorvas	97	124	265	2	—	—	—	—	—	—	—	H	—
Joutseno	460	460	550	2	814	—	—	—	K	—	—	H	T
Joutsijärvi				0	—	—	—	—	K Y	—	—	—	T
Juankoski				0	583	25 A	13	—	—	—	—	—	T
Jutila				0	—	—	—	—	—	—	—	—	—
Juupajoki		80	550	1	—	—	—	—	—	—	—	H	—
Juurikorpi				0	789	—	—	—	—	—	—	—	—
Jyränkö				0	—	—	—	—	—	—	—	—	T
Jyväskylä	57	449	550	6	—	00 V, 63 A 25	89	K	Y	Y	Y	H	T
Jämsä	194	313	265	3	770	25 A	—	—	K	—	—	H	T
Jämsänkoski				0	873	25 A	—	—	—	—	—	—	T
Järvelä	122	122	550	3	633	—	12	—	K	—	—	H	T
JÄRVENPÄÄ													
Järvenpää asema	*345*	*393*	*550*	*3*	*—*	*—*	*29*	*K*	*—*	*—*	*—*	*H*	*T*
Saunakallio	*180*	*275*	*550, 265*	*4*	*709*	*—*	*—*	*—*	*—*	*—*	*—*	*H*	*T*
Purola	*270*	*270*	*550*	*2*	*—*	*—*	*—*	*—*	*—*	*—*	*—*	*H*	*—*
Kaipiainen				0	770	—	19	—	Y	—	—	—	T
Kaipola				0	—	—	—	—	—	—	—	—	T
Kairokoski				0	—	—	16	—	K	—	—	—	T
Kaitjärvi				0	1109	—	—	—	—	—	—	—	—
Kajaani	352	411	265	2	845	00 V, 63 A 25	122	—	K	—	—	H	T
Kaleton				0	—	—	27	—	K	—	—	—	—

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavara-liikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Pääty-laituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liiken-nettä	Tavara-liikennettä
Namn	Kortaste perrong-längden	Längsta perrong-längden	Perrong-höjden	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoperrong	Perrong i ändan av banan	Lastning pä samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform lenght [m]	Max. Platform lenght [m]	Platform height [mm]	Number of tracks with platforms	Design train lenght (freight traffic) [m]	Power supply [400 V, A]	Side loading platform lenght [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Kalkku				0	—	—	100	—	Y	—	—	—	T
Kalliovarasto				0	—	—	—	—	—	—	—	—	—
Kallislahti				0	—	—	—	—	K	—	—	—	T
Kalvitsa				0	906	—	—	—	K	—	—	—	T
Kangas				0	782	25 A	—	—	K	—	—	—	—
Kannelmäki	226	226	550	2	—	—	—	—	—	—	—	H	—
Kannonkoski				0	—	—	13	—	K	—	—	—	T
Kannus	339	420	265	2	818	25 A	19	—	K	—	—	H	—
Karhejärvi				0	778	25A	7	—	K	—	—	—	—
Karhukangas				0	840	—	—	—	—	—	—	—	—
Karjaa	248	352	550	4	766	63 A 25A	—	—	K	—	Y	H	T
Karkku		143	265 (265)	1 (1)	852	—	—	—	—	—	—	H	—
Karviainen				0	747	—	—	—	—	—	—	—	—
Kaskinen				0	843	—	—	—	Y	—	—	—	T
Kattilaharju				0	—	—	—	—	—	—	—	—	—
Kauhajoki				0	—	—	—	—	—	—	—	—	—
Kauhava		450	550	1	803	—	—	—	K	—	—	H	T
KAUKLAHTI													
Kauklahti asema	*270*	*270*	*550*	*3*	*447*	—	—	—	—	—	—	*H*	—
Mankki	*126*	*136*	*265*	*2*	—	—	—	—	—	—	—	*H*	—
Kaulinranta				0	—	—	—	—	—	—	—	—	—
Kauniainen	194	204	265	3	269	—	52	—	—	—	—	H	T
Kauppilanmäki				0	634	—	—	—	K	—	—	—	T
Kausala	120	120	550	2	—	—	—	—	—	—	—	H	—
Kauttua		(41)	(265)	(1)	—	—	14	—	—	—	—	—	T
Keitelepohja				0	—	—	9	—	K	—	—	—	T
Kekomäki				0	—	—	—	—	—	—	—	—	—
Kelkkamäki				0	—	—	—	—	—	—	—	—	—
Kelloselkä				0	471	—	—	—	K	—	—	—	T
Kemi	450	450	550	3	976	25 A 63 A	148	—	K	—	Y	H	T

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavara-liikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Pääty-laituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liiken-nettä	Tavara-liikennettä
Namn	Kortaste perrong-längden	Längsta perrong-längden	Perrong-höjden	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoperrong	Perrong i ändan av banan	Lastning pä samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform lenght [m]	Max. Platform lenght [m]	Platform height [mm]	Number of tracks with platforms	Design train lenght (freight traffic) [m]	Power supply [400 V, A]	Side loading platform lenght [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Kemijärvi		352	265	1	547	1500 V, 63 A	6	K	K Y	—	—	H	T
Kemira				0	501	—	—	—	—	—	—	—	T
Kempele		(119)	(265)	(1)	762	25 A	9	—	K	—	—	—	—
Kera	216	224	265	2	—	—	—	—	—	—	—	H	—
KERAVA													
Kerava asema	*270*	*392*	*550*	*4*	*1335*	*25 A*	—	—	—	—	*Y*	*H*	—
Kytömaa				*0*	*790*	—	—	—	—	—	—	—	—
Kerimäki		108	265	1	399	—	—	—	K	—	—	H	T
Kesälahti		322	265	1	671	—	—	—	—	—	—	H	T
Keuruu		111	550	1	678	—	—	—	K	—	—	H	T
Kihniö				0	646	—	11	—	K	—	—	—	T
Kiiala				0	—	—	—	—	—	—	—	H	—
Kilo	270	270	550	2	—	—	—	—	—	—	—	H	—
Kilpua				0	750	25 A	—	—	—	—	—	—	—
Kinahmi				0	—	—	—	—	—	—	—	—	—
Kinni				0	776	—	—	—	—	—	—	—	—
Kirjola				0	—	—	—	—	Y	Y	—	—	—
Kirkkonummi	316	322	550	3	608	—	—	—	K	—	—	H	—
Kirkniemi				0	585	—	—	—	—	—	—	—	T
Kitee		355	265	1	668	25 A	18	—	K Y	—	—	H	T
Kiukainen				0	764	—	14	—	K	—	—	—	—
Kiuruvesi		126	265	1	675	25 A	80	—	K Y	—	—	H	T
Kivesjärvi		(54)	(265)	(1)	1114	—	—	—	—	—	—	—	—
Kohtavaara		55	265	1	—	—	—	—	—	—	—	H	—
Koivu		(40)	(265)	(1)	617	—	32	—	K	—	—	—	T
Koivuhovi	278	278	550	2	—	—	—	—	—	—	—	H	—
Koivukylä	270	270	550	2	—	—	—	—	—	—	—	H	—
Kokemäki	249	249	550	3	762	25 A	29	—	K	—	—	H	T
Kokkola	150	482	265	4	829	00 V, 63 A 25	40	—	Y	—	Y	H	T
Kolari		451	550	1	792	63 A	22	K	K Y	—	—	H	T

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavara-liikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Pääty-laituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liiken-nettä	Tavara-liikennettä
Namn	Kortaste perrong-längden	Längsta perrong-längden	Perrong-höjden	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoperrong	Perrong i ändan av banan	Lastning pä samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform lenght [m]	Max. Platform lenght [m]	Platform height [mm]	Number of tracks with platforms	Design train lenght (freight traffic) [m]	Power supply [400 V, A]	Side loading platform lenght [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Kolho		80		0	—	—	—	—	Y	—	—	H	T
Kolppi				0	765	—	—	—	—	—	—	—	—
Kommila				0	724	25 A	—	—	Y	—	—	—	T
Komu				0	—	—	—	—	Y	—	—	—	—
Kontiolahti		(96)	(265)	(1)	580	25 A	—	K	K	—	—	—	T
Kontiomäki	350	350	265	3	903	25 A 63 A	31	K	K	—	Y	H	T
Koppnäs				0	—	—	7	—	—	—	—	—	—
Koria	120	120	550	2	—	—	—	—	—	—	—	H	—
Korkeakoski		(72)	(265)	(1)	747	—	—	K	K	—	—	—	T
Korso	270	270	550	2	—	—	—	—	—	—	—	H	—
Korvensuo				0	—	—	—	—	—	—	—	—	—
Koskenkorva				0	—	—	—	—	—	—	—	—	T
KOTKA													
Kotka Hovinsaari				*0*	*865*	*25 A 63 A*	*85*	—	—	—	—	—	*T*
Kotka tavara				*0*	—	—	—	—	—	—	—	—	*T*
Paimenportti		*53*	*265*	*1*	—	—	—	—	—	—	—	*H*	—
Kotka asema		*193*	*265*	*1*	*270*	*63 A*	—	—	—	—	—	*H*	—
Kotkan satama		*110*	*265*	*1*	*539*	*25 A 63 A*	*280*	—	*K*	—	*Y*	*H*	*T*
Kotka Mussalo				*0*	*1216*	—	*25*	—	*Y*	—	—	—	*T*
KOUVOLA													
Kouvola asema	*230*	*480*	*550*	*7*	*620*	*00 V, 63 A 25*	—	—	*K*	—	*Y*	*H*	—
Kouvola lajittelu				*0*	*865*	*25 A*	*175*	*K*	—	—	—	—	*T*
Kouvola Oikoraide				*0*	—	—	—	—	—	—	—	—	—
Kouvola tavara				*0*	*903*	—	*11*	—	—	—	—	—	*T*
Kullasvaara				*0*	*1364*	—	—	—	—	—	—	—	*T*
Kovjoki				0	757	—	—	—	—	—	—	—	—
Kruunupyy				0	774	25 A	49	—	K	—	—	—	T
Kuivasjärvi				0	781	—	—	—	K	—	—	—	—
KUOPIO													
Kuopio asema	*90*	*387*	*265*	*4*	*370*	*63 A 25 A*	*130*	*K*	*Y*	—	—	*H*	—
Kuopio tavara				*0*	*766*	*1500 V, 63 A*	*100*	—	*Y*	—	*Y*	—	*T*
Kurkimäki				0	776	—	—	—	K	—	—	—	T

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavara-liikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Pääty-laituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liiken-nettä	Tavara-liikennettä
Namn	Kortaste perrong-längden	Längsta perrong-längden	Perrong-höjden	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoperrong	Perrong i ändan av banan	Lastning pä samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform lenght [m]	Max. Platform lenght [m]	Platform height [mm]	Number of tracks with platforms	Design train lenght (freight traffic) [m]	Power supply [400 V, A]	Side loading platform lenght [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Kursu				0	—	—	—	—	Y	—	—	—	T
Kuurila				0	—	—	—	—	—	—	—	—	—
Kuusankoski				0	803	63 A	—	—	Y	—	—	—	T
Kylänlahti		57	265	1	—	—	—	—	—	—	—	H	—
Kymi	32	66	265	2	744	—	—	—	—	—	—	H	—
Kyminlinna		55	265	1	—	—	—	—	—	—	—	H	—
Kyrö				0	742	—	—	—	K	—	—	—	T
Kyrölä	270	270	550	2	—	—	—	—	—	—	—	H	—
Kälviä		(130)	(265)	(1)	1040	25 A	18	—	K	—	—	—	—
Köykkäri				0	846	—	—	—	—	—	—	—	—
Lahdenperä				0	777	—	—	—	—	—	—	—	—
Lahnaslampi				0	—	25 A	—	—	—	—	—	—	T
Lahti	194	450	550, 265	5	710	25 A 63 A	7	K	Y	—	Y	H	T
Laihia		201	265	1	469	25 A	—	—	K	—	—	H	T
Lakiala				0	727	—	12	—	K	—	—	—	—
Lamminkoski				0	742	—	—	—	—	—	—	—	—
Lamminniemi				0	—	—	145	—	—	—	—	—	T
Lapinjärvi				0	580	—	12	—	K	—	—	—	T
Lapinlahti	301	355	265	2	759	25 A	—	—	K	—	—	H	T
Lapinneva				0	—	—	—	—	K	—	—	—	—
Lappeenranta	430	450	550, 265	3	743	25 A	5	K	Y	—	Y	H	T
Lappila	60	60	550	2	—	—	—	—	—	—	—	H	—
Lappohja		70	550	1	750	—	—	—	—	—	—	H	T
Lapua		438	265 (265)	1 (1)	766	—	—	—	K	—	—	H	T
Larvakytö				0	911	—	—	—	—	—	—	—	—
Laukaa				0	—	—	—	—	K	—	—	—	—
Laurila				0	619	—	—	—	—	—	—	—	—
Lauritsala				0	659	—	—	—	K	—	—	—	T
Lautiosaari				0	—	—	—	—	—	—	—	—	—
Lelkola				0	804	—	—	—	—	—	—	—	—

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavara-liikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Pääty-laituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liiken-nettä	Tavara-liikennettä
Namn	Kortaste perrong-längden	Längsta perrong-längden	Perrong-höjden	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoperrong	Perrong i ändan av banan	Lastning pä samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform lenght [m]	Max. Platform lenght [m]	Platform height [mm]	Number of tracks with platforms	Design train lenght (freight traffic) [m]	Power supply [400 V, A]	Side loading platform lenght [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Lempäälä	170	170	550	2	780	—	—	—	—	—	—	H	—
Leppäkoski				0	—	—	—	—	—	—	—	—	—
Leppävaara	266	292	550	4	—	—	—	—	—	—	—	H	—
Leteensuo				0	—	—	—	—	—	—	—	—	—
Lieksa		151	265	1	680	25 A	24	K	K	—	Y	H	T
Lieksan teollisuuskylä				0	—	—	20	—	—	—	—	—	T
Lielahti				0	826	—	8	—	—	—	—	—	T
Lievestuore		259	265	1	827	25 A	23	—	K	—	—	H	T
Liminka		(147)	(265)	(1)	753	25 A	23	—	K	—	—	—	—
Lohiluoma				0	—	—	—	—	—	—	—	—	—
Lohja				0	608	25 A	25	—	K	—	—	—	T
Lohjanjärvi				0	—	—	—	—	—	—	—	—	T
Loimaa	252	450	550	2	785	—	—	—	K	—	—	H	T
Louhela	238	238	550	2	—	—	—	—	—	—	—	H	—
Loukolampi				0	886	—	—	—	—	—	—	—	—
Loviisan satama				0	325	25 A	28	—	K Y	Y	—	—	T
Luikonlahti				0	890	—	—	—	K Y	—	—	—	T
Luoma	216	216	265	2	—	—	—	—	—	—	—	H	—
Lusto		124	265	1	—	—	—	—	—	—	—	H	—
Luumäki				0	1234	—	14	—	Y	—	—	—	T
Lähdemäki				0	998	—	—	—	—	—	—	—	—
Länkipohja				0	802	—	—	—	—	—	—	—	—
Maanselkä				0	631	—	—	—	K	—	—	—	T
Maaria				0	743	—	—	—	—	—	—	—	—
Madesjärvi				0	777	25 A	8	—	K	—	—	—	T
Majajärvi				0	717	—	—	—	—	—	—	—	—
Malmi		(300)	(265)	(1)	—	—	—	—	—	—	—	H	—
Malminkartano	284	284	550	2	—	—	—	—	—	—	—	H	—
Markkala				0	747	—	—	—	—	—	—	—	—
Martinlaakso	236	236	550	2	—	—	—	—	—	—	—	H	—

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavara-liikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Pääty-laituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liiken-nettä	Tavara-liikennettä
Namn	Kortaste perrong-längden	Längsta perrong-längden	Perrong-höjden	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoperrong	Perrong i ändan av banan	Lastning pä samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform lenght [m]	Max. Platform lenght [m]	Platform height [mm]	Number of tracks with platforms	Design train lenght (freight traffic) [m]	Power supply [400 V, A]	Side loading platform lenght [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Masala	267	267	550	2	—	—	—	—	—	—	—	H	—
Matkaneva				0	845	—	—	—	—	—	—	—	—
Mattila				0	—	—	—	—	—	—	—	—	—
Meltola				0	—	—	10	—	—	—	—	—	T
Metsäkansa				0	—	—	13	—	K	—	—	—	T
Mikkeli	352	452	550	3	757	25 A	5	—	K Y	—	Y	H	T
Misi		352	265	1	760	63 A	52	K	K	—	—	H	T
Mommila	120	120	550	2	—	—	—	—	—	—	—	H	—
Muhos	151	212	265	2	670	25 A	24	—	K	—	—	H	—
Mukkula				0	—	—	—	—	K	—	—	—	T
Murtomäki				0	—	—	—	—	K	—	—	—	T
Mustio				0	—	—	55	—	K	—	—	—	T
Mustolan satama				0	—	—	—	—	Y	Y	—	—	T
Muukko				0	787	—	—	—	—	—	—	—	—
Muurame				0	838	25 A	—	—	—	—	—	—	—
Muurola	316	317	265	2	726	—	—	—	—	—	—	H	—
Myllykangas				0	851	—	—	—	—	—	—	—	—
Myllykoski	110	110	265	2	—	—	—	—	—	—	—	H	—
Myllymäki		216	265	1	—	—	—	—	K	—	—	H	T
Myllyoja				0	512	—	—	—	—	—	—	—	T
Mynttilä				0	—	—	—	—	—	—	—	—	—
Mynämäki		(124)	(265)	(1)	496	—	—	—	—	—	—	—	—
Myrskylä				0	—	—	—	—	K	—	—	—	T
Myyrmäki	232	232	550	2	—	—	—	—	—	—	—	H	—
Mäkkylä	270	288	550	2	—	—	—	—	—	—	—	H	—
Mäntsälä	220	220	550	2	999	—	—	—	—	—	—	H	—
Mänttä				0	553	—	—	—	K	—	—	—	T
Mäntyharju	457	457	550	2	992	—	159	—	K	—	—	H	T
Mäntyluoto				0	994	—	—	—	Y	Y	—	—	T
Naantali				0	—	—	20	—	—	—	—	—	T

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavara-liikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Pääty-laituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liiken-nettä	Tavara-liikennettä
Namn	Kortaste perrong-längden	Längsta perrong-längden	Perrong-höjden	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoperrong	Perrong i ändan av banan	Lastning pä samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform lenght [m]	Max. Platform lenght [m]	Platform height [mm]	Number of tracks with platforms	Design train lenght (freight traffic) [m]	Power supply [400 V, A]	Side loading platform lenght [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Naarajärvi				0	770	—	—	—	K	—	—	—	T
Nakkila				0	733	—	—	—	—	—	—	—	—
Nastola	120	120	550	2	—	—	—	—	—	—	—	H	—
Niemenpää				0	—	—	—	—	—	—	—	—	—
Niinimaa				0	—	—	—	—	K	—	—	—	—
Niinimäki				0	1104	—	—	—	—	—	—	—	—
Niinisalo				0	668	63 A	22	K	K	—	—	—	T
Niirala		(42)	(265)	(1)	929	25 A	—	—	K	—	—	—	T
Niirala-raja				0	—	—	—	—	—	—	—	—	T
Niittylahti				0	697	—	10	—	—	—	—	—	—
Nikkilä		30	265	1	—	—	—	—	—	—	—	H	—
Nivala		97	265	1	825	25 A	—	—	K	—	—	H	T
Nokia		282	265	1	865	—	120	—	K	—	—	H	T
Nummela				0	328	—	—	—	K	—	—	—	T
Nuppulinna	210	240	550	2	—	—	—	—	—	—	—	H	—
Nurmes	73	205	265	2	851	25 A	50	K	—	—	—	H	T
Närpiö				0	—	—	—	—	—	—	—	—	—
Ohenmäki				0	—	—	—	—	K	—	—	—	—
Olli				0	—	—	—	—	—	—	—	—	—
Onttola				0	—	—	—	—	—	—	—	—	T
Orimattila				0	—	—	12	—	K	—	—	—	T
Orivesi	297	380	550	3	763	25 A	—	—	K	—	—	H	T
Orivesi keskusta		80	550	1	—	—	—	—	—	—	—	H	—
Otanmäki				0	—	—	—	—	K	—	—	—	T
Otava		(152)	(265)	(1)	735	—	—	—	K	—	—	—	T
Otavan satama				0	—	—	—	—	—	—	—	—	T
Oulainen	427	428	265	3	934	25 A	80	—	K	—	—	H	T
OULU													
Oulu Nokela				*0*	*990*	*25 A 63 A*	—	—	—	—	*Y*	—	*T*
Oulu Oritkari				*0*	—	*63 A*	*200*	—	*Y*	*Y*	—	—	*T*

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavara-liikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Pääty-laituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liiken-nettä	Tavara-liikennettä
Namn	Kortaste perrong-längden	Längsta perrong-längden	Perrong-höjden	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoperrong	Perrong i ändan av banan	Lastning pä samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform lenght [m]	Max. Platform lenght [m]	Platform height [mm]	Number of tracks with platforms	Design train lenght (freight traffic) [m]	Power supply [400 V, A]	Side loading platform lenght [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Oulu tavara				*0*	*761*	*25 A*	*6*	—	—	—	—	—	*T*
Oulu asema	*366*	*458*	*550, 265*	*3*	*475*	*00 V, 63 A 25*	—	*K*	—	—	—	*H*	—
Oulu Tuira				*0*	*759*	—	*66*	—	*K*	—	—	—	*T*
Paimio				0	751	—	—	—	—	—	—	—	—
Palopuro				0	—	—	—	—	—	—	—	—	—
Palta Oy				0	—	—	45	—	—	—	—	—	T
Paltamo		230	265	1	664	25 A	—	—	K	—	—	H	T
Pankakoski				0	390	—	—	—	K Y	—	—	—	T
Parikkala	210	379	265	3	793	25 A	30	K	—	—	—	H	—
Parkano	600	600	550	3	943	25 A	10	—	K Y	—	Y	H	T
Parola	192	196	550	2	920	—	31	—	K	—	—	H	T
Pello		454	265	1	585	25 A	35	—	Y	—	—	H	T
Peltosalmi				0	—	25 A	—	—	K	Y	—	—	T
Peräseinäjoki				0	762	—	16	—	K	—	—	—	T
Pesiökylä		(74)	(265)	(1)	748	—	—	—	—	—	—	—	—
Petäjävesi		142	265	1	762	—	—	—	K	—	—	H	T
PIEKSÄMÄKI													
Pieksämäki asema	*332*	*611*	*265*	*4*	*499*	*00 V, 63 A 25*	*5*	—	*Y*	—	—	*H*	—
Pieksämäki Temu				*0*	*947*	*25 A 63 A*	—	—	*K Y*	—	*Y*	—	—
Pieksämäki lajittelu				*0*	*954*	—	—	—	—	—	—	—	*T*
Pieksämäki tavara				*0*	*752*	—	—	—	—	—	—	—	*T*
Pietarsaari				0	494	25 A	—	—	—	—	—	—	T
Pihlajavesi	99	120	550, 265	2	541	—	—	—	—	—	—	H	—
Pihtipudas				0	—	—	—	—	K	—	—	—	T
Piikkiö				0	302	—	—	—	K	—	—	—	T
Pikkarala				0	759	—	—	—	—	—	—	—	—
Pitäjänmäki	270	306	550	2	—	—	—	—	—	—	—	H	—
Pohjankuru				0	300	—	—	—	K	Y	—	—	T
Pohjois-Haaga	240	240	550	2	—	—	—	—	—	—	—	H	—
Pohjois-Louko				0	—	—	—	—	—	—	—	—	—
Poikkeus				0	715	—	—	—	—	—	—	—	—

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavara-liikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Pääty-laituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liiken-nettä	Tavara-liikennettä
Namn	Kortaste perrong-längden	Längsta perrong-längden	Perrong-höjden	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoperrong	Perrong i ändan av banan	Lastning pä samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform lenght [m]	Max. Platform lenght [m]	Platform height [mm]	Number of tracks with platforms	Design train lenght (freight traffic) [m]	Power supply [400 V, A]	Side loading platform lenght [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Poiksilta				0	—	—	—	—	K	—	—	—	T
Pori	251	251	550	2	733	00 V, 63 A 25	—	—	Y	—	Y	H	T
Porokylä				0	—	—	—	—	K	—	—	—	T
Porvoo		218	265	1	—	—	—	—	—	—	—	H	—
Puhos				0	650	25 A	13	—	K	—	—	—	T
Puistola	274	274	550	2	—	—	—	—	—	—	—	H	—
Pukinmäki	273	279	550	2	—	—	—	—	—	—	—	H	—
Pulsa				0	1839	—	—	—	—	—	—	—	—
Punkaharju		201	265	1	435	25 A	—	—	K	—	—	H	T
Pyhäkumpu				0	342	—	9	—	—	—	—	—	T
Pyhäkumpu erkanemisvaihde				0	—	—	—	—	—	—	—	—	—
Pyhäsalmi		105	265	1	668	25 A	—	—	K	—	—	H	T
Pännäinen	338	440	265	2	765	25 A	20	—	K	—	—	H	T
Raahe				0	1123	63 A 25 A	53	—	K	—	—	—	T
Raippo				0	1855	—	144	—	—	—	—	—	T
Raisio	(111)	(168)	(265)	(3)	—	—	—	—	—	—	—	—	T
Rajamäki				0	—	—	—	—	K	—	—	—	T
Rajaperkiö				0	746	—	—	—	—	—	—	—	—
Rantasalmi				0	787	—	—	—	K	—	—	—	T
Rasinsuo				0	742	—	—	—	—	—	—	—	—
Ratikylä				0	750	—	—	—	K	—	—	—	T
Rauha				0	793	—	—	—	K	—	—	—	T
Rauhalahti				0	—	—	—	—	—	—	—	—	T
Rauma				0	916	25 A	15	K	Y	Y	Y	—	T
Raunio				0	759	—	—	—	—	—	—	—	—
Rautaruukki				0	—	—	—	—	—	—	—	—	T
Rautjärvi				0	787	—	—	—	—	—	—	—	—
Rautpohja				0	—	—	—	—	—	—	—	—	T
Rekola	270	270	550	2	—	—	—	—	—	—	—	H	—
Retretti		121	265	1	—	—	—	—	—	—	—	H	—

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavara-liikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Pääty-laituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liiken-nettä	Tavara-liikennettä
Namn	Kortaste perrong-längden	Längsta perrong-längden	Perrong-höjden	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoperrong	Perrong i ändan av banan	Lastning pä samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform lenght [m]	Max. Platform lenght [m]	Platform height [mm]	Number of tracks with platforms	Design train lenght (freight traffic) [m]	Power supply [400 V, A]	Side loading platform lenght [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
RIIHIMÄKI													
Riihimäki Arolampi				*0*	—	—	—	—	—	—	—	—	—
Riihimäki lajittelu				*0*	*978*	—	—	—	—	—	—	—	*T*
Riihimäki tavara				*0*	*997*	—	—	—	*K Y*	—	—	—	*T*
Riihimäki asema	*392*	*392*	*265*	*2*	*643*	*00 V, 63 A 25*	*26*	—	—	—	*Y*	*H*	—
Riijärvi				0	769	—	—	—	—	—	—	—	—
Riippa				0	842	—	—	—	—	—	—	—	—
Ristiina				0	768	—	—	—	K	—	—	—	T
Ristijärvi				0	—	—	—	—	—	—	—	—	—
Rovaniemi	312	485	550, 265	4	736	00 V, 63 A 25	188	K Y	Y	—	Y	H	T
Ruha				0	850	—	—	—	—	—	—	—	—
Runni		36	550	1	—	—	—	—	—	—	—	H	—
Ruosniemi		(105)	(265)	(1)	347	—	—	—	K	—	—	—	T
Ruukki	430	448	265	2	760	25 A	8	—	K Y	—	—	H	T
Ryttylä	171	173	550	2	—	—	7	—	K	—	—	H	T
Röyttä				0	—	25 A	—	—	K	—	—	—	T
Saakoski				0	819	25 A	5	—	—	—	—	—	—
Saari		(201)	(265)	(1)	693	—	—	—	—	—	—	H	T
Saarijärvi		(69)	(265)	(1)	—	25 A	40	K	K	—	—	—	T
Salla				0	501	—	—	—	K	—	—	—	T
Salminen				0	764	—	—	—	K	—	—	—	—
Salmivaara				0	—	—	—	—	K	—	—	—	—
Salo	306	310	550	3	381	—	—	K	K	—	—	H	T
Sammalisto				0	—	—	—	—	—	—	—	—	—
Santala		70	550	1	—	—	—	—	—	—	—	H	—
Saunamäki				0	—	—	—	—	—	—	—	—	—
Savio	270	270	550	2	—	—	—	—	—	—	—	H	—
SAVONLINNA													
Savonlinna-Asema		*90*	*550*	*1*	—	—	—	—	—	—	—	*H*	—
Pääskylahti		*90*	*550*	*1*	*750*	—	—	—	—	—	*Y*	*H*	*T*
SEINÄJOKI													

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavara-liikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Pääty-laituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liiken-nettä	Tavara-liikennettä
Namn	Kortaste perrong-längden	Längsta perrong-längden	Perrong-höjden	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoperrong	Perrong i ändan av banan	Lastning pä samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform lenght [m]	Max. Platform lenght [m]	Platform height [mm]	Number of tracks with platforms	Design train lenght (freight traffic) [m]	Power supply [400 V, A]	Side loading platform lenght [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Seinäjoki tavara				*0*	*861*	*25 A*	*40*	—	*K*	—	—	—	*T*
Seinäjoki asema	*396*	*459*	*550, 265*	*4*	*656*	*00 V, 63 A 25*	*65*	—	*Y*	—	*Y*	*H*	*T*
Selänpää				0	772	—	—	—	—	—	—	—	—
Sieppijärvi				0	—	—	—	—	K	—	—	—	T
Sievi		(78)	(265)	(1)	743	—	—	—	K	—	—	—	T
Siikamäki				0	—	—	—	—	—	—	—	—	—
Siilinjärvi	156	360	265	2	703	25 A	—	—	K	—	—	H	T
Simo		(88)	(265)	(1)	990	—	46	—	K	—	—	—	—
Simpele	272	305	265	3	845	25 A	17	—	K	—	—	H	T
Sipilä				0	—	—	—	—	—	—	—	—	—
Sisättö				0	757	—	—	—	—	—	—	—	—
Siuntio	112	176	550	2	513	—	—	—	—	—	—	H	—
Siuro		(113)	(265)	(1)	703	—	—	—	K	—	—	—	—
Skogby		68	550	1	—	—	—	—	—	—	—	H	—
Sköldvik				0	929	25 A	—	—	—	—	—	—	T
Soinlahti				0	—	—	—	—	K	—	—	—	T
Sorsasalo				0	—	—	—	—	—	—	—	—	T
Sukeva	100	239	265	2	625	—	—	—	K	—	—	H	T
Suolahti	(80)	(147)	(265)	(2)	682	25 A	—	—	K	—	—	—	T
Suonenjoki	250	341	265	3	825	16 A 25 A	—	—	K	—	Y	H	T
Suoniemi				0	743	—	—	—	—	—	—	—	—
Syrjä				0	—	—	5	—	—	—	—	—	—
Syrjämäki				0	—	—	—	—	—	—	—	—	—
Sysmäjärvi				0	—	—	—	—	K	—	—	—	T
Säkylä				0	—	—	—	—	—	—	—	—	T
Säkäniemi				0	—	—	—	—	—	—	—	—	—
Sänkimäki				0	—	—	—	—	K	—	—	—	T
Sääksjärvi				0	—	—	—	—	—	—	—	—	—
Taavetti				0	723	—	18	—	—	—	—	—	T
Tahkoluoto				0	—	—	—	—	Y	—	—	—	T

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavara-liikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Pääty-laituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liiken-nettä	Tavara-liikennettä
Namn	Kortaste perrong-längden	Längsta perrong-längden	Perrong-höjden	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoperrong	Perrong i ändan av banan	Lastning pä samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform lenght [m]	Max. Platform lenght [m]	Platform height [mm]	Number of tracks with platforms	Design train lenght (freight traffic) [m]	Power supply [400 V, A]	Side loading platform lenght [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Taipale				0	829	—	—	—	—	—	—	—	—
Talviainen				0	732	25 A	—	—	—	—	—	—	—
Talvivaara				0	614	—	—	—	—	—	—	—	T
Tammisaari		80	550	1	—	—	—	—	—	—	—	H	—
TAMPERE													
Tampere tavara				*0*	*767*	*00 V, 25 A 63*	*15*	—	—	*Y*	*Y*	—	*T*
Tampere Viinikka				*0*	*966*	*25 A*	*134*	*K*	*Y*	*Y*	—	—	*T*
Tampere asema	*500*	*500*	*550*	*5*	*693*	*1500 V, 63 A*	—	*K*	—	—	—	*H*	—
Tampere Järvensivu				*0*	—	—	—	—	—	—	—	—	—
Tapanila	272	272	550	2	—	—	—	—	—	—	—	H	—
Tapavainola				0	750	—	—	—	—	—	—	—	—
Tavastila		47	265	1	—	—	—	—	—	—	—	H	—
Tervajoki		171	265	1	—	—	—	—	—	—	—	H	—
Tervola	231	301	265	2	709	25 A	11	—	K	—	—	H	—
Teuva				0	—	25 A	—	—	K	—	—	—	T
Tikkala				0	1031	25 A	—	—	K	—	—	—	—
Tikkurila	257	444	550	7	413	—	30	—	K	—	—	H	T
Tohmajärvi				0	742	—	—	—	K	—	—	—	T
Toijala	450	450	550	4	690	25 A	—	—	K	Y	Y	H	T
Toivala				0	749	25 A	—	—	K	—	—	—	T
Tolsa	109	109	265	2	—	—	—	—	—	—	—	H	—
Tommola				0	—	—	—	—	—	—	—	—	—
Torkkeli				0	788	—	—	—	—	—	—	—	—
TORNIO													
Tornio asema	*(101)*	*(157)*	*(265)*	*(2)*	*434*	*25 A 63 A*	*24*	*K*	*K*	*Y*	*Y*	—	*T*
Tornio-raja				*0*	—	—	—	—	—	—	—	—	*T*
Tornio-Itäinen		297	550	1	—	—	—	—	—	—	—	H	—
Tuomarila	220	222	550	2	—	—	—	—	—	—	—	H	—
Tuomioja		(198)	(265)	(1)	799	25 A	11	—	K	—	—	—	—
Turenki	170	170	550	2	1212	—	—	—	K	—	—	H	T
TURKU													

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavara-liikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Pääty-laituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liiken-nettä	Tavara-liikennettä
Namn	Kortaste perrong-längden	Längsta perrong-längden	Perrong-höjden	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoperrong	Perrong i ändan av banan	Lastning pä samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform lenght [m]	Max. Platform lenght [m]	Platform height [mm]	Number of tracks with platforms	Design train lenght (freight traffic) [m]	Power supply [400 V, A]	Side loading platform lenght [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Kupittaa	*420*	*420*	*550*	*2*	*633*	—	—	—	—	—	—	*H*	—
Turku asema	*315*	*466*	*550*	*6*	*756*	*00 V, 63 A 25*	—	*K*	—	—	*Y*	*H*	*T*
Turku tavara		*(200)*	*(265)*	*(1)*	*383*	*25 A*	*10*	—	*K Y*	*Y*	—	—	*T*
Turku satama				*0*	*411*	*63 A*	—	—	—	—	—	*H*	—
Tuupovaara				0	—	—	14	—	K	—	—	—	T
Tuuri		66	550	1	—	—	—	—	K	—	—	H	—
Törmä				0	856	—	—	—	—	—	—	—	—
Törölä				0	760	—	—	—	—	—	—	—	—
Uimaharju		98	550	1	808	25 A	—	—	K Y	—	—	H	T
Urjala				0	732	—	8	—	—	—	—	—	—
Utajärvi	163	174	265	2	716	—	25	—	K	—	—	H	T
Utti				0	—	—	101	—	—	—	—	—	T
Uusikaupunki		(66)	(265)	(1)	681	—	—	—	—	—	—	—	T
Uusikylä	120	120	550	2	1385	—	6	—	K	Y	—	—	T
Vaajakoski				0	726	—	14	—	K	—	—	—	T
Vaala	183	236	265	2	1069	25 A	25	—	K	—	—	H	—
Vaarala				0	—	—	—	—	K	—	—	—	T
Vaasa		290	550	1	450	1500 V, 63 A	—	—	—	—	—	H	T
Vahojärvi				0	716	—	—	—	—	—	—	—	—
VAINIKKALA													
Vainikkala tavara				*0*	*1083*	*25 A*	*50*	*K*	*Y*	*Y*	*Y*	—	*T*
Vainikkala asema	*482*	*484*	*550, 265*	*3*	*952*	—	—	—	*K*	—	—	*H*	*T*
Vainikkala-raja				0	—	—	—	—	—	—	—	H	T
Valimo	270	270	550	2	—	—	—	—	—	—	—	H	—
Valkeakoski		(44)	(265)	(1)	—	—	54	—	K	—	—	—	T
Valkeasuo				0	—	—	—	—	K	—	—	—	—
Valtimo				0	759	—	—	—	K	—	—	—	T
Vammala	251	251	550	3	841	—	128	—	Y	—	—	H	T
Vanattara				0	—	—	—	—	—	—	—	—	—
Vantaankoski	276	276	550	2	—	—	—	—	—	—	—	H	—
Varkaus	180	213	265	2	728	63 A	124	K	K Y	—	—	H	T

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavara-liikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Pääty-laituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liiken-nettä	Tavara-liikennettä
Namn	Kortaste perrong-längden	Längsta perrong-längden	Perrong-höjden	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoperrong	Perrong i ändan av banan	Lastning pä samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform lenght [m]	Max. Platform lenght [m]	Platform height [mm]	Number of tracks with platforms	Design train lenght (freight traffic) [m]	Power supply [400 V, A]	Side loading platform lenght [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Vartius				0	1094	25 A	—	—	K	—	—	—	T
Vartius-raja				0	—	—	—	—	—	—	—	—	T
Vasikkahaka				0	—	—	—	—	—	—	—	—	—
Vaskiluoto				0	—	—	—	—	K Y	—	—	—	T
Venetmäki				0	838	—	—	—	—	—	—	—	—
Vesanka				0	—	—	8	—	K	—	—	—	—
Viekki				0	—	—	—	—	K	—	—	—	—
Vierumäki				0	—	—	92	—	K	—	—	—	T
Vihanti	395	455	265	2	699	25 A	—	—	K	—	—	H	T
Vihtari	58	103	265	2	551	25 A	134	—	K	—	—	H	T
Viiala	170	170	550	2	—	—	—	—	—	—	—	H	—
Viinijärvi	136	211	265	2	692	25 A	—	—	—	—	—	H	—
Villähde	120	120	550	2	—	—	—	—	—	—	—	—	—
Vilppula		110	550	1	697	25 A	—	—	K	—	—	H	T
Vinnilä				0	—	—	—	—	—	—	—	—	—
Voltti				0	846	—	—	—	—	—	—	—	—
Vuohijärvi				0	713	—	15	K	—	—	—	—	T
Vuojoki				0	760	—	—	—	—	—	—	—	—
Vuokatti	(110)	(141)	(265)	(2)	638	25 A	—	—	K Y	—	—	—	T
Vuonislahti		94	265	1	—	—	—	—	—	—	—	H	—
Vuonos				0	—	—	—	—	—	—	—	—	T
Vuorten-Vuori				0	—	—	—	—	—	—	—	—	—
Vuosaari				0	927	—	—	—	—	—	—	—	T
YKSPIHLAJA													
Ykspihlaja tavara				*0*	*859*	—	—	—	*K Y*	*Y*	—	—	*T*
Ykspihlaja väliratapiha				*0*	*1009*	*63 A*	—	—	*K Y*	*Y*	—	—	*T*
Ylistaro		176	265	1	—	—	—	—	—	—	—	H	—
Ylitornio		167	265	1	—	25 A	—	—	—	—	Y	H	—
Ylivalli				0	1013	—	—	—	Y	—	—	—	—
Ylivieska	315	482	265	3	767	63 A 25 A	113	—	K Y	—	Y	H	T

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavara-liikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Pääty-laituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liiken-nettä	Tavara-liikennettä
Namn	Kortaste perrong-längden	Längsta perrong-längden	Perrong-höjden	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoperrong	Perrong i ändan av banan	Lastning pä samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform lenght [m]	Max. Platform lenght [m]	Platform height [mm]	Number of tracks with platforms	Design train lenght (freight traffic) [m]	Power supply [400 V, A]	Side loading platform lenght [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Yläkoski				0	—	—	—	—	Y	—	—	—	T
Ylämylly				0	—	—	77	—	K	—	—	—	T
Ylöjärvi				0	714	—	62	—	K	—	—	—	T
Ypykkävaara				0	753	—	—	—	K	—	—	—	T
Äetsä		(157)	(265)	(1)	916	—	—	—	K	—	—	—	T
Ähtäri	85	225	265	2	617	—	—	—	—	—	—	H	—
Ämmänsaari				0	633	25 A	—	—	K	—	—	—	T
Äänekoski	(35)	(75)	(265)	(2)	860	25 A	14	—	K	—	—	—	T

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Kauko-ohjaus/ manuaalinen	Yksityisraiteita	Vaihtotyömahdollisuus
Namn	**Namn pä svenska**	**Förkortning**		**Banavsnitt**	**Kommun**	**Trafikledning**	**Privata spåranläggningar**	**Möjlighet till växelarbete**
Name	**Another name**	**Abbr.**		**Section**	**Municipality**	**Traffic control**	**Private sidings**	**Shunting**
Ahonpää		Aho	690+468	Seinäjoki – Oulu	Vihanti	K		
Aviapolis		Avp		Tikkurila – Vantaankoski	Vantaa	K		
Haimoo		Hmo	87+700	Hyvinkää – Karjaa	Vihti	K		
Havukoski		Hvk	18+020	Helsinki asema – Riihimäki Vantaankoski-Havukoski	Vantaa	K		
Jäniskorpi		Jnk	586+856	Seinäjoki – Oulu	Kannus	K		
Kiilinkangas		Kkg	299+490	Kouvola – Joensuu	Lappeenranta	K		
Kivistö		Ktö		Tikkurila – Vantaankoski	Vantaa	K		
Kuninkaanmäki		Knm	38+500	Kerava – Vuosaari	Vantaa	K		
Laajavuori		Lav	14+428	Huopalahti – Vantaankoski	Vantaa	K		
Leinelä	Lejle	Lnä		Tikkurila – Vantaankoski	Vantaa	K		
Lentoasema	Flygplatsen	Len		Tikkurila – Vantaankoski	Vantaa	K		
Liminpuro		Lmp	864+750	Oulu – Kontiomäki	Vaala	K		
Niska		Nsk	826+880	Oulu – Kontiomäki	Utajärvi	K		
Pappilankangas		Pkg	308+633	Kouvola – Joensuu	Lappeenranta	K		
Petas		Pet		Tikkurila – Vantaankoski	Vantaa	K		
Puikkokoski		Pui	665+680	Kontiomäki – Vartius-raja	Paltamo	K		
Ruoneva		Rnv		Seinäjoki – Oulu	Siikajoki	K		
Ruskeasanta	Rödsand	Rs		Tikkurila – Vantaankoski	Vantaa	K		
Saarela		Srl	594+546	Seinäjoki – Oulu	Kannus	K		
Salmenmäki		Sal		Seinäjoki – Oulu	Vihanti	K		
Tikkaperä		Tkp	720+645	Seinäjoki – Oulu	Liminka	K		
Temmesjoki		Tmj		Seinäjoki – Oulu	Liminka	K		
Tuomaanvaara		Tva	682+300	Kontiomäki – Vartius-raja	Ristijärvi	K		
Tupavuori		Tvu	260+100	Kouvola – Joensuu	Lappeenranta	K		
Tupos		Tup	736+500	Seinäjoki – Oulu	Kempele	K		
Vehkala	Veckal	Veh		Tikkurila – Vantaankoski	Vantaa	K		
Viinikkala	Vinikby	Vkl		Tikkurila – Vantaankoski	Vantaa	K		
Yllikkälä		Yll	268+500	Kouvola – Joensuu	Lappeenranta	K		

Nimi	Lyhin laituripituus	Pisin laituri-pituus	Laituri-korkeus	Laituri-raiteiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkövirran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilöliikennettä	Tavaraliikennettä
Namn	Kortaste perrong-längden	Längsta perrong-längden	Perrong-höjden	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sido-perrong	Perrong i ändan av banan	Lastning på samma plan	Lyft-kran	Bränsle	Person-trafik	Gods-trafik
Name	Min. platform lenght [m]	Max. Platform lenght [m]	Platform height [mm]	Number of tracks with platforms	Design train lenght (freight traffic) [m]	Power supply [400 V, A]	Side loading platform lenght [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Ahonpää													
Aviapolis													
Haimoo													
Havukoski													
Jäniskorpi													
Kiilinkangas													
Kivistö													
Kuninkaanmäki													
Laajavuori													
Leinelä													
Lentoasema													
Liminpuro													
Niska													
Pappilankangas													
Petas													
Puikkokoski													
Ruoneva													
Ruskeasanta													
Saarela													
Salmenmäki													
Tikkaperä													
Temmesjoki													
Tuomaanvaara													

Nimi	Lyhin laituripituus	Pisin laituri-pituus	Laituri-korkeus	Laituri-raiteiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkövirran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilöliikennettä	Tavaraliikennettä
Namn	Kortaste perrong-längden	Längsta perrong-längden	Perrong-höjden	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sido-perrong	Perrong i ändan av banan	Lastning pä samma plan	Lyft-kran	Bränsle	Person-trafik	Gods-trafik
Name	Min. platform lenght [m]	Max. Platform lenght [m]	Platform height [mm]	Number of tracks with platforms	Design train lenght (freight traffic) [m]	Power supply [400 V, A]	Side loading platform lenght [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Tupavuori													
Tupos													
Vehkala													
Viinikkala													
Yllikkälä													

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Kauko-ohjaus/ manuaalinen	Yksityisraiteita	Vaihtotyö-mahdollisuus		
Namn	Namn på svenska	Förkortning		Banavsnitt	Kommun	Trafikledning	Privata spår-anläggningar	Möjlighet till växelarbete		
Name	Another name	Abbr.		Section	Municipality	Traffic control	Private sidings	Shunting		
Buslovskaja			288+000	Vainikkala raja – Viipuri		K				
Haaparanta	Haparanda	Hpa	888+130	Tornio–raja – Boden	Haparanda	K				
Kivijärvi		Kiv	759+800	Vartius–raja – Kostamus		K				
Svetogorsk			338+200	Imatrankoski–raja – Kamennogorsk (Antrea)		K				
Värtsilä		Vär	553+300	Niirala–raja – Matkaselkä		K				
Name	**Min. platform lenght [m]**	**Max. Platform lenght [m]**	**Platform height [mm]**	**Number of tracks with platforms**	**Design train lenght (freight traffic) [m]**	**Power supply [400 V, A]**	**Side loading platform lenght [m]**	**End loading platform**	**Loading site**	**Crane [t]**
Buslovskaja										
Haaparanta										
Kivijärvi										
Svetogorsk										
Värtsilä										

Transport Operation Regulations for cross-border movements in Tornio-Haaparanta area

INTRODUCTION

Appendix 3 has expired. It is based on an agreement between the previous Finnish Rail Administration (now the Finnish Transport Agency) and the previous Swedish Rail Administration (now the Swedish Transport Administration), which has not been renewed at the time of printing this Network Statement. Appendix 3 will be updated in its entirety in 2012, when the railway work on the Swedish side of the area will be completed. Some terms have been brought up to date in this appendix.

The original regulations were laid down in cooperation between the Swedish Rail Administration's Northern Rail Region and the Finnish Rail Administration. The present administrations (the Swedish Transport Administration and the Finnish Transport Agency) will follow these regulations until a new agreement and new regulations enter into force.

At the national border the area between signals HP 6/3 and T 832 is called as a "Common zone", which is jointly reserved by the Swedish and Finnish traffic control operators.

In principle, only one train movement is allowed at a time within the common zone, with the exception of irregular situations, such as engine failure or accident.

SCOPE

The regulations are applicable to cross-border movements between Tornio and Haaparanta, and within the common zone.

REFERENCE DOCUMENTS

<u>Sweden</u>	
JvSFS 2008:7	Transportstyrelsen/Handbok JTF/10-Växling Transportstyrelsen/Handbok JTF/3 H – Signaler, system H
<u>Finland</u>	
RVI/363/412/2008	Junan jarrutuskyky sekä jarrujen tarkastus ja koettelu
RVI/301/412/2008	Liikennöinti ilman JKV-veturilaitetta
RVI/1092/412/2009	Liikennöinti ja ratatyö rautatiejärjestelmässä
RVI/295/411/2008	Museoliikenne
RVI/1091/412/2009	Rautatiejärjestelmän opasteista, opastimista ja liikennöintiin liittyvistä merkeistä
RVI/1090/412/2009	Viestintä rautatiejärjestelmässä
RVI/725/412/2008	Tavaravaunujen suurimmasta sallitusta kuormasta, junapainosta ja junan kokoonpanosta

DEFINITIONS

Common zone Finnish	The area to be jointly reserved by the Swedish and traffic control operators and limited on the Swedish side by the 6/3 intermediate signal and on the Finnish side by the T 832 ground signal.
Cross-border movement	Movements entirely or partly operated within the common zone.
Movement	Refers to railway work and shunting.
Permission	Refers to permission to allow movement to begin.
Swedish movement	Shunting or railway work started in Sweden.
Finnish movement	Shunting or railway work started in Finland.

GENERAL

The regulations are drafted in Swedish and Finnish with an identical content.

No movement is allowed within the common zone without the Swedish and Finnish traffic control operators having reserved the relevant section of line.

More than one movement is allowed in the common zone only in irregular situations, such as engine failure or accident. In such cases, the work of several movements shall be agreed at the time.

TORNIO-HAAPARANTA CROSS-BORDER MOVEMENTS

General

Movements are operated as specified in the Finnish RVI/1092/412/2009, as "shunting" operations, and as specified in the Swedish JvSFS 2008:7 JTF/10, as "shunting" or "small-wagon shunting" operations.

Messages and message transmission

The Finnish staff shall be in contact with the Finnish traffic control operators, who will deliver message to the Swedish traffic control operators.

The Swedish staff shall be in contact with the Swedish traffic control operators, who will deliver the message to the Finnish traffic control operators.

Haaparanta-Tornio

Prior to the commencement of a Swedish cross-border shunting operation Haaparanta–Tornio direction, permission by the traffic control operators in Haaparanta is required.

Prior to the commencement of a Finnish cross-border shunting operation Haaparanta–Tornio direction, permission by the traffic control operators in Tornio is required.

The traffic control unit that granted a permission shall be notified of the completion of the movement.

Tornio-Haaparanta

Prior to the commencement of a Finnish cross-border shunting operation Tornio-Haaparanta direction, permission by the traffic control operators in Tornio is required.

Prior to the commencement of a Swedish cross-border shunting operation Tornio-Haaparanta direction, permission by the traffic control operators in Haaparanta is required.

The traffic control unit that granted permission shall be notified of the completion of the movement.

RAILWAY WORK WITHIN THE COMMON ZONE

General

The Finnish staff shall be in contact with the Finnish traffic control operators transmitting possible messages to and from the Swedish traffic control operators.

The Swedish staff shall be in contact with the Swedish traffic control operators transmitting possible messages to and from the Finnish traffic control operators.

Swedish staff

The permission of the Haaparanta traffic control operators is required for work carried out by the Swedish staff within the common zone.

Prior to the granting permission, the Haaparanta and Tornio traffic control operators shall reserve the common zone.

The Haaparanta traffic control operators shall be notified of the completion of the work.

Finnish staff

The permission of the Tornio traffic control operators is required for work carried out by the Finnish staff within the common zone.

Prior to granting permission, the Tornio and Haaparanta traffic control operators shall reserve common zone.

The Tornio traffic control operators shall be notified of the completion of the work.

SAFETY CALLS AND DOCUMENTATION

Safety calls

The safety calls between the Swedish and Finnish traffic control operators shall be conducted either in Swedish or in Finnish.

There is a word list with translations in section 1.5, while section 1.6 includes examples of phrases to be used.

The safety calls shall be repeated.

Train Log

A train log shall be used according to the instructions and regulations of the traffic control.

RESERVATION OF COMMON ZONE

The reservation of the common zone shall be operated jointly by the Swedish and Finnish traffic control operators.

The clearance of the occupancy of the common zone shall be operated jointly by the Swedish and Finnish traffic control operators.

MAXIMUM PERMITTED SPEED

The maximum permitted speeds are specified in the speed signs, which are described in section 1.2.

ACCIDENTS

Any accident or risk of accident shall be reported to traffic control operators.

1.1 SIGNALS AND SIGNAL ASPECTS

The signals are applicable in conformity with the regulations of the country concerned.

Manual Signalling

The Swedish shunting staff shall implement manual signalling as specified in JvSFS 2008:7/10, irrespective of whether the activity takes place on the Swedish or Finnish side of the border.

The Finnish shunting staff shall implement manual signalling as specified in RVI/1091/412/2009, irrespective of whether the activity takes place on the Finnish or Swedish side of the border.

A "stop" signal shall always be followed, irrespective of whether it is operated in conformity with the Swedish or Finnish regulations.

Haaparanta–Tornio direction

From Finnish track, intermediate signal (main ground signal) 1/6 km 1310.845

"Stop"

"Proceed"

"Proceed – check clearance"

"Proceed check – turnouts and clearance"

From Swedish tracks, intermediate signal 5/6 km 1310.697

"Stop"

"Proceed – check turnouts and clearance"

Swedish and Finnish tracks, intermediate signal 6/8 km 1311.006

"Stop"

"Proceed "

Common track, Tornio T 832, km 886.8

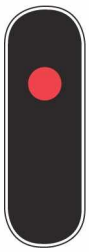
"Stop"

"Proceed with caution"

Tornio–Haaparanta direction

No optical signals are used in Tornio for movements towards Sweden.

Intermediate signal 6/3, km 1311.012



"Stop"

"Proceed – check turnouts and clearance"

1.2 SPEED SIGNS

In conformity wiht RVI/1092/412/

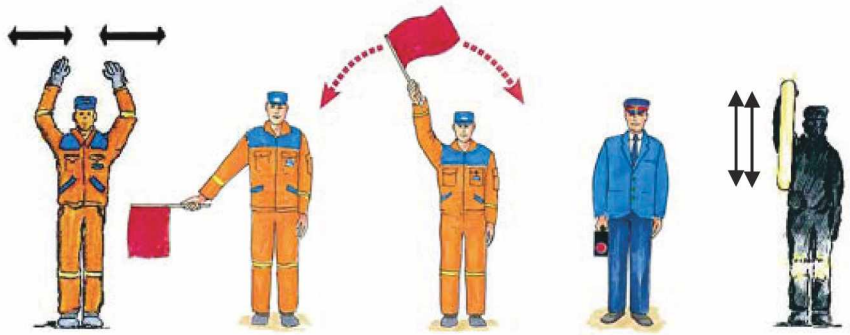
Maximum admissible speed
(example displaying 30 km/h)

In conformity with JvSFS 2008:7/JTF/3 H

Maximum admissible speed
(example displaying 30 km/h)

1.3 STOP SIGNALLING

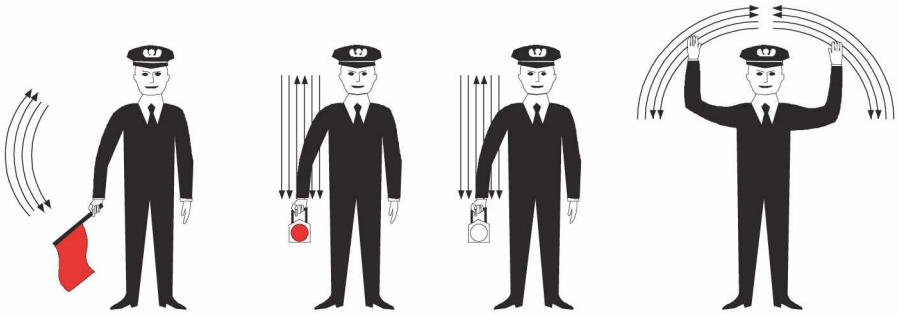
In conformity with JvSFS 2008:7/JTF/3 H



Read: **Stop**

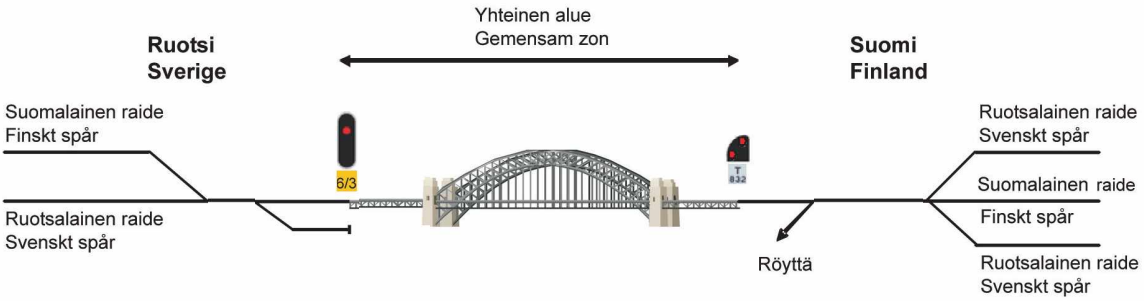
In conformity with RVI/1092/412/2009

Read: **Stop**



Read: **Danger (emergency stop)**

1.4 DRAWING ON HAAPARANTA–TORNIO AREA



1.5 TRANSLATION TABLE

Should any langauge problems areise, the below table may be implemented.

Swedish	Finnish	English
Växling	Vaihtotyö	Shunting work
Arbete	Ratatyö	Work
Reserverad zon	Varaus	Reserved / Occupied
Upphävande	Peruuttaminen	Clearance of occupancy
Tågklarerare	Junasuorittaja	Dispatcher
Trafikledning	Liikenteenohjaus	Traffic control
Station	Asema	Station
Fara	Vaara	Danger
Stoppsignal	Seis-opaste	Stop aspect
Passage av en signal	Opastimen ohittaminen	Passing of signal
Signal	Opastin/opaste	Signal / Signal aspect
Repetera	Toistaa	Repeat
Rätt uppfattat	Oikein ymmärretty	Correctly read

1.6 EXAMPLE PHRASES

Zone reservation request for shunting work

Swe: *Tågklareraren _____, reserverad zon Haparanda – Torneå, växling.*
Fin: Liikenteenohjaus _____, varaus Haaparanta – Tornio välille, vaihtotyö.

Eng: Traffic control_____, reservation Haapanranta – Tornio, shunting.

Zone reservation request for railway work

Swe: *Tågklareraren _____, reserverad zon Haparanda – Torneå, arbete.*
Fin: Liikenteenohjaus _____, varaus välille Haaparanta – Tornio, työ.

Eng: Traffic control_____, reservation Haaparanta – Tornio, work.

Clearence of occupied zone

Swe: *Tågklareraren _____, upphävande reserverad zon ____ -_____*
Fin: Liikenteenohjaus _____, varauksen peruuttaminen välille_____ - _____

Eng: Traffic control _____, clearance of occupied zone _____ - _____

Request for reservation in dangerous situation

Swe: *Tågklareraren _____, Fara Haparanda-Torneå.*
Fin: Liikenteenohjaus _____, vaara Haaparanta-Tornio.

Eng: Traffic control _____, danger Haaparanta-Tornio.

Permission to pass stop signal aspect, Haaparanta

Swe: *Tågklareraren Haparanda, medgivande att passera signal* (ett-sex) *och/eller* (åtta-tre) *och/eller* (sex-åtta)
Fin: Liikenteenohjaus Haaparanta, lupa ohittaa opastin (yksi-kuusi) ja/tai (kahdeksan-kolme*)* ja/tai (kuusi-kahdeksan)
Eng: Traffic control Haaparanta, permission to pass signal (one-six) and/or (eight/three) and/or (six-eight).

Permission to pass stop signal aspect, Tornio

Swe: *Tågklareraren Torneå, växling, medgivande att passera signal* (T åtta-tre-två)
Fin: Liikenteenohjaus Tornio, vaihtotyö, lupa ohittaa opastin (T kahdeksan-kolme-kaksi)
Eng: Traffic control Tornio, shunting, permission to pass signal (T eight—three-two).

Correctly read

Swe: *Rätt uppfattat*
Fin: Oikein ymmärretty
Eng: Correctly read.

Repeat

Swe: *Repetera*
Fin: Toista.
Eng: Repeat

Loading gauge

The loading gauge (KU) refers to the space inside which the load on an open wagon shall remain, when the wagon is in the centre position on a straight, even track.

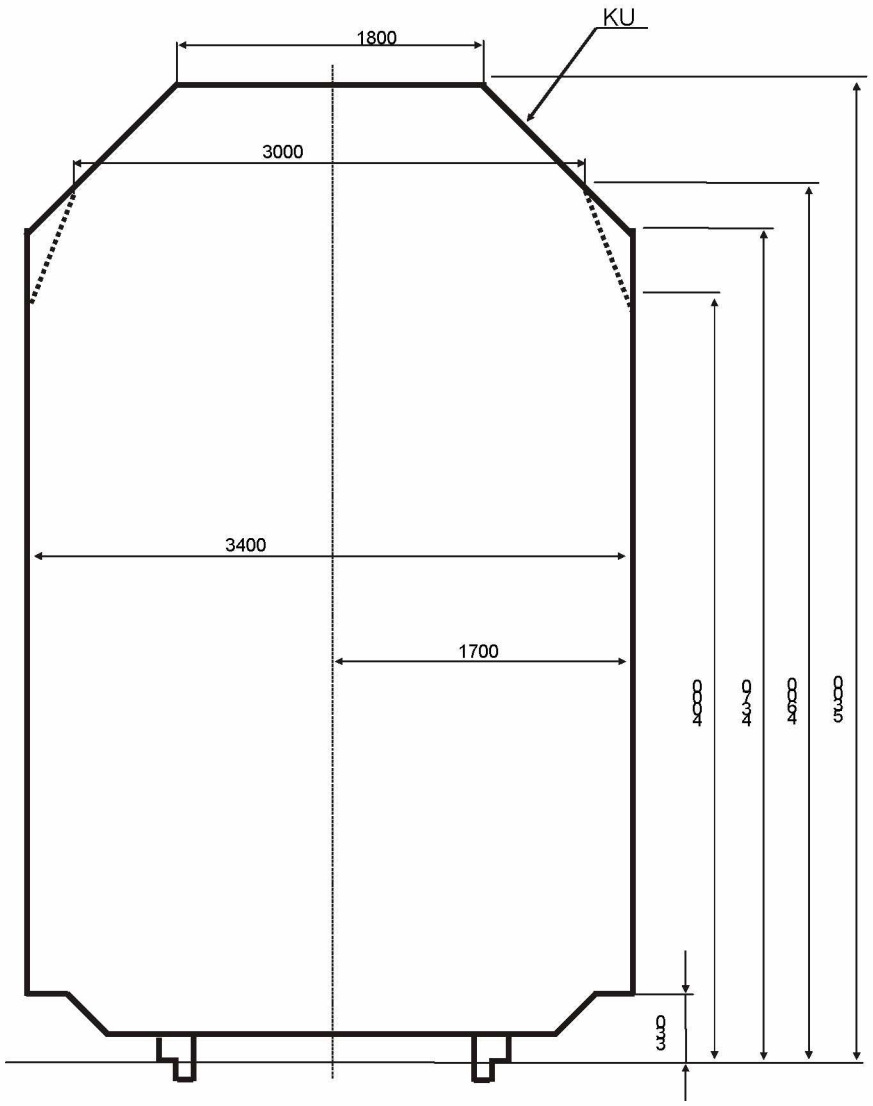


Figure 1. Principal dimensions of the loading gauge.

Use of the Loading Gauge

The loading gauge is valid on the whole rail network with the exceptions mentioned below.

The loading gauge may be used for wagons in which the wheelbase or the distance between bogie centres is max. 17.5 m and the length of the loading area of the wagon outside the wheelbase or the distance between bogie centres max. 0.2 times the length of the wheelbase or the distance between bogie centres. In other cases, loading shall be examined separately.

If there is a risk that the load may be displaced laterally outside the loading gauge during transportation, the width of the load shall be reduced correspondingly. If the displacement of the load may increase the height of some parts of the load so that they extend outside the loading gauge, the height of the load shall be reduced correspondingly.

If the load extends below the floor level of the wagon, the regulations concerning the vehicle gauge (LKU) are applied or the load is carried as a special transport.

Loading Gauge Restrictions

The bridges on the line section Helsinki (passenger railway yard) - Pasila (passenger railway yard) – Ilmala (depot) restrict the loading gauge. The loading gauge valid on these bridges is marked with dashed line (------) on the loading gauge drawing (Figure 1).

On several industrial and other sidings, there are loading gauge restrictions, which shall be taken into account in local traffic operating.

Transports Exceeding the Loading Gauge

Lorries, lorry trailers and containers exceeding the loading gauge may be transported on separately specified line sections on the conditions laid down in the transport permit. Transports exceeding the loading gauge can be transported on the sections of line mentioned in the network description, according to the conditions based on the Finnish Transport Safety Agency's regulations.

Other transports exceeding the loading gauge are transported as special transports.

Structure gauge

The form and dimensions of the structure gauge (ATU) on a straight track, on open line and in the railway yard are shown in Figure 1. The space required for the mounting of the catenary structure and for the passage of the pantograph on electrified lines is marked by the broken line D-E-F-G-H-L. The widths of the structure gauge in curves, restrictions and more detailed instructions are presented in the Ratatekniset ohjeet (RATO) publication, part 2 "Radan geometria" (Track geometry).

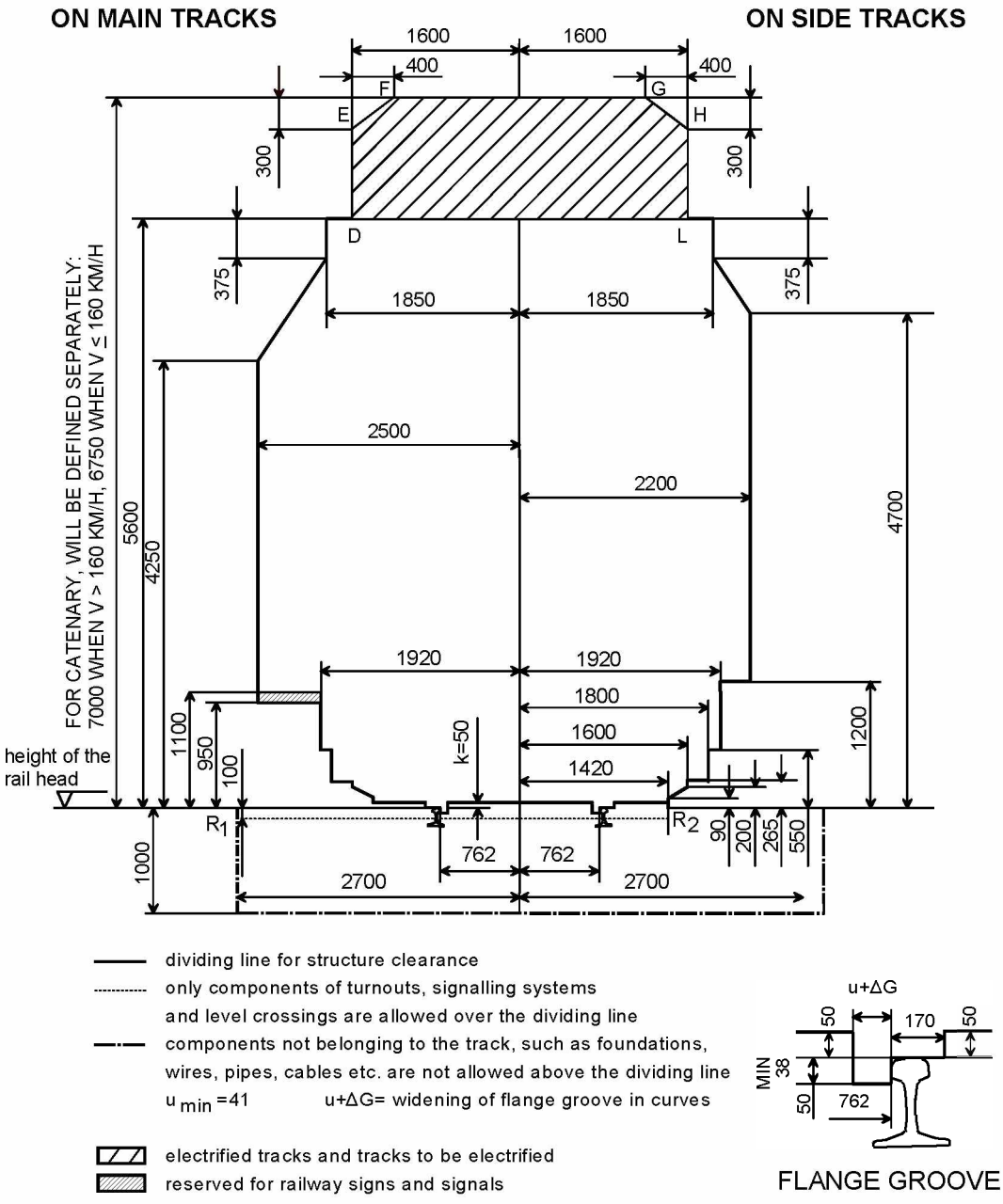


Figure 1. Principal dimensions of the structure gauge.

Effective Passing Clearance

The structure gauge is used as a guideline for building and mounting new structures and installations in the vicinity of the track. The structure gauge or the deviations from it constitute the so-called effective available structure gauge, i.e. the passing clearance, for special consignments. Information on the passing clearance is collected for each line section and continuously updated by the track maintainers.

Superstructure categories, EN categories derived from the superstructure categories and permitted speeds for different axle loads

Division of Lines into Line Categories

The lines are divided into line categories according to the superstructure as follows:

Table 1. Division of lines into line categories.

Superstructure category		Superstructure		
Finnish Transport Infrastructure Agency	**SFS-EN 15528**	**Rails**	**Sleepers**	**Ballast**
A	C4	K30, K33	wooden	gravel or equivalent
B_1	D4	K43, 54 E1, K60, 60 E1	wooden	gravel or equivalent
B_2	D4	K43, K60	wooden, concrete	railway ballast
C_1	D4 /E4	54 E1	wooden, concrete before 1987	railway ballast
C_2	D4/E4	54 E1	concrete 1987 and after	railway ballast
D	D4/E4	60 E1	concrete	railway ballast

The border of the line category is marked in the middle of the station building in the traffic operating point, unless another point is indicated by the kilometre marking.

The line categories for sections of lines are also presented in Figure 1.

Responsibility of Track Maintainer

Track maintainer has the right to restrict the permitted axle load and speed depending on the condition of the track superstructure.

Table 2. Superstructure Categories and EN Categories derived from the superstructure categories of the main lines and permitted speeds for different axle loads.

Section of line	Category		Passenger trains		Freight trains			
	Finnish Transport Agency	SFS-EN 15528	loco-motive hauled	motor cars	160 kN	200 kN	225 kN	250 kN
Helsinki–Riihimäki								
Helsinki asema–Pasila asema	C_1	D4	80	80	80	80	80	–
Pasila asema–Tikkurila läntisin raide	D	E4	160	160	120	120	100	100
Pasila asema–Tikkurila läntinen keskiraide	D	E4	160	160	120	120	100	100
Pasila asema–Tikkurilan itäinen keskiraide	D	E4	120	120	120	120	100	100
Pasila asema–Tikkurilan itäisin raide	D	E4	120	120	120	120	100	100
Tikkurila–Kerava asema läntisin raide	D	E4	200	200	120	120	100	100
Tikkurila–Kerava asema läntinen keskiraide	D	E4	200	200	120	120	100	100
Tikkurila–Kerava asema itäinen keskiraide	D	E4	120	120	120	120	100	100
Tikkurila–Kerava asema itäisin raide	D	E4	120	120	120	120	100	100
Kerava asema–Kytömaa läntisin raide	D	E4	120	120	120	120	100	100
Kerava asema–Kytömaa läntinen keskiraide	D	E4	200	200	120	120	100	100

Section of line	Category		Passenger trains		Freight trains			
	Finnish Transport Agency	SFS-EN 15528	loco-motive hauled	motor cars	160 kN	200 kN	225 kN	250 kN
Kerava asema–Kytömaa itäinen keskiraide	D	E4	200	200	120	120	100	100
Kerava asema–Kytömaa itäisin raide	D	E4	120	120	120	120	100	100
Kytömaa–Kyrölä	D	E4	200	200	120	120	100	100
Kyrölä–Purola läntinen raide	D	E4	200	200	120	120	100	100
Kyrölä–Purola keskiraide	D	E4	200	200	120	120	100	100
Kyrölä–Purola itäinen raide	D	E4	120	120	120	120	100	100
Purola–Riihimäki asema	D	E4	200	200	120	120	100	100
Riihimäki–Tampere								
Riihimäki asema–Sääksjärvi	D	E4	200	200	120	120	100	100
Sääksjärvi–Tampere tavara läntinen raide	D	E4	200	200	120	120	100	100
Sääksjärvi–Tampere tavara keskiraide	D	E4	200	200	120	120	100	100
Sääksjärvi–Tampere tavara itäinen raide	D	E4	100	100	100	100	100	100
Tampere tavara–Tampere asema	D	E4	200	200	120	120	100	100
Kerava–Sköldvik								
Kytömaa–Sköldvik	D	D4	80	80	80	80	80	–
Olli–Porvoo 3)	A	C4	35	50	35	20	–	–

Section of line	Category		Passenger trains		Freight trains			
	Finnish Transport Agency	SFS-EN 15528	loco-motive hauled	motor cars	160 kN	200 kN	225 kN	250 kN
Kerava–Vuosaari								
Kerava asema–Vuosaari	D	D4	–	–	80	80	80	80
Helsinki–Turku satama								
Helsinki asema–Leppävaara	D	D4	120	120	120	120	100	–
Leppävaara–Kirkkonummi	C_2	D4	120	120	120	120	100	–
Kirkkonummi–Karjaa	C_1	D4	160	180	120	120	100	–
Karjaa–Pohjankuru	D	D4	160	200	120	120	100	–
Pohjankuru–km 103,6	C_1	D4	160	180	120	120	100	–
km 103,6–km 116,0	C_2	D4	160	200	120	120	100	–
km 116,0–km 121,3	D	D4	160	200	120	120	100	–
km 121,3–km 158,0	C_2	D4	160	200	120	120	100	–
km 158,0–Turku asema	C_1	D4	160	180	120	120	100	–
Turku asema–Turku satama	C_1	D4	40	40	40	40	40	–
Huopalahti–Vantaankoski	C_1	D4	120	120	120	120	100	–
Turku–Uusikaupunki								
Turku asema–Raisio (km 207,4)	C_1	D4	60	60	60	60	60	–
Raisio (km 207,4)–Uusikaupunki	B_1	D4	60	60	60	60	50	–
Raisio–Naantali	B_1	D4	50	50	50	50	50	–
Uusikaupunki–Hangonsaari								
Uusikaupunki–km 269,0	C_1	D4	–	–	30 2)	30 2)	30 2)	–
km 269,0–km 269,7	B_1	D4	–	–	30 2)	30 2)	30 2)	–
km 269,7–Hangonsaari	C_1	D4	–	–	30 2)	30 2)	30 2)	–

Section of line	Category		Passenger trains		Freight trains			
	Finnish Transport Agency	SFS-EN 15528	loco-motive hauled	motor cars	160 kN	200 kN	225 kN	250 kN
Hyvinkää–Karjaa								
Hyvinkää–km 133,1	C_1	D4	80	80	80	80	80	–
km 133,1–Kirkniemi	D	D4	80	80	80	80	80	–
Kirkniemi–km 152,2	D	E4	80	80	80	80	80	80
km 152,2–Karjaa	C_1	E4	80	80	80	80	80	60
Lohja–Lohjanjärvi	B_1	D4	–	–	35 2)	35 2)	35 2)	–
Karjaa–Hanko								
Karjaa–km 205,7	D	E4	120	120	120	120	100	100
km 205,7–Hanko-Pohjoinen	C_1	E4	60	60	60	60	60	60
Hanko-Pohjoinen–Hanko asema	B_1	D4	35	35	35	35	35	35
Toijala–Turku								
Toijala–km 268,5	D	D4	140	140	120	120	100	–
km 268,5–km 269,3	D	D4	120	120	120	120	100	–
km 269,3–Turku	D	D4	100	100	100	100	100	–
Toijala–Valkeakoski	C_1	D4	50	50	50	50	50	–
Lielahti–Kokemäki	C_1	E4	140	140	120	120	100	60
Kokemäki–Pori								
Kokemäki–Harjavalta	D	E4	140	140	120	120	100	100
Harjavalta–Pori	D	E4	140	140	120	120	100	100
Pori–Mäntyluoto	C_1	E4	70	70	70	70	70	50
Mäntyluoto–Tahkoluoto	B_2	D4	–	–	50 2)	50 2)	50 2)	–
Pori–Ruosniemi	B_1	D4	–	–	20 2)	20 2)	20 2)	–
Kokemäki–Rauma	D	E4	100	100	100	100	100	80
Tampere–Seinäjoki								
Tampere asema–Lielahti	D	E4	120	120	120	120	100	80

Section of line	Category		Passenger trains		Freight trains			
	Finnish Transport Agency	SFS-EN 15528	loco-motive hauled	motor cars	160 kN	200 kN	225 kN	250 kN
Lielahti–Seinäjoki asema	D	D4	200	200	120	120	100	–
Niinisalo–Parkano–Kihniö								
Niinisalo–Parkano	A	C4	30	30	30	30	–	–
Parkano–Kihniö	A	C4	30	30	30	30	–	–
Tampere–Jyväskylä								
Tampere Järvensivu–Orivesi pohjoinen raide	D	E4	140	140	120	120	100	100
Tampere Järvensivu–Orivesi eteläinen raide	C_2	E4	140	140	120	120	100	100
Orivesi–km 287,4	D	E4	120	140	120	120	100	80
km 287,4–Jämsänkoski	D	D4	160	160	120	120	100	80
Jämsänkoski–km 308,2	D	D4	160	160	120	120	100	–
km 308,2–km 312,6	C_1	D4	160	160	120	120	100	–
km 312,6–km 329,7	D	D4	160	160	120	120	100	–
km 329,7–km 332,8	C_1	D4	160	160	120	120	100	–
km 332,8–Jyväskylä km 340,0	D	D4	160	160	120	120	100	–
Jämsä–Kaipola	B_1	D4	–	–	50 2)	50 2)	50 2)	50 2)
Jyväskylä–Pieksämäki								
Jyväskylä–Pieksämäki asema	C_1	D4	140	140	120	120	100	–
Orivesi–Seinäjoki								
Orivesi–Haapamäki	B_1	D4	100	100	100	70	50	–
Haapamäki–Pihlajavesi	C_2	D4	100	100	100	100	100	–

Section of line	Category		Passenger trains		Freight trains			
	Finnish Transport Agency	SFS-EN 15528	loco-motive hauled	motor cars	160 kN	200 kN	225 kN	250 kN
Pihlajavesi–Seinäjoki	B_1	D4	100	100	100	60	50	–
Vilppula–Mänttä	B_1	D4	50	50	50	50	50	–
Seinäjoki–Kaskinen								
Seinäjoki–km 452,0	B_1 1)	D4	80	80	80	60	50	–
km 452,0–km 530,0	B_1 1)	D4	60	60	60	50	40	–
km 530,0–Kaskinen	B_1 1)	D4	80	80	80	60	50	–
Seinäjoki–Vaasa	C_2	D4	120	120	120	120	100	–
Vaasa–Vaskiluoto	A	C4	–	–	30 2)	30 2)	30 2)	–
Seinäjoki–Oulu								
Seinäjoki asema–Lapua	D	D4	140	140	120	120	100	–
Lapua–km 551,1	D	D4	200	200	120	120	100	–
km 551,1–km 553,1	C_2	D4	70	70	70	70	70	–
km 553,1–Oulu asema	D	D4	140	140	120	120	100	–
Pännäinen–Pietarsaari	C_2	D4	60	60	60	60	60	–
Pietarsaari–Alholma	C_2	D4	–	–	35 2)	35 2)	35 2)	–
Kokkola–Ykspihlaja	B_1	D4	35	35	35	35	35	–
Tuomioja–Raahe	C_2	D4	80	80	80	80	80	–
Raahe–Rautaruukki	C_2	D4	–	–	35 2)	35 2)	35 2)	–
Oulu–Laurila								
Oulu asema–Laurila	C_2	D4	140	140	120	120	100	–
Kemi–Ajos	B_1	D4	–	–	50 2)	50 2)	50 2)	–
Laurila–Kemijärvi								
Laurila– Koivu	D	D4	140	140	120	120	100	–
Koivu–Rovaniemi	D	D4	120	120	120	120	100	–
Rovaniemi–Misi	C_2	D4	100	100	100	100	100	–
Misi–km 1037,1	C_1	D4	100	100	100	100	100	–

Section of line	Category		Passenger trains		Freight trains			
	Finnish Transport Agency	SFS-EN 15528	loco-motive hauled	motor cars	160 kN	200 kN	225 kN	250 kN
km 1037,1–Kemijärvi	B_1	D4	100	100	100	60	50	–
Kemijärvi–Kelloselkä								
Kemijärvi–Isokylä	B_1	D4	50	50	50	50	50	–
Isokylä–Kelloselkä	A	C4	50	50	50	40	–	–
Laurila–Tornio-raja								
Laurila–Tornio asema	C_2	D4	120	120	120	120	100	–
Tornio asema–Tornio-raja	C_1	D4	40	40	40	40	40	–
Tornio–Röyttä	B_1	D4	–	–	50 2)	50 2)	50 2)	–
Tornio–Kolari								
Tornio–km 885,6	B_2	D4	100	100	80	80	80	–
km 885,6–Kolari	D	D4	100	100	80	80	80	–
Kerava–Hakosilta								
Kytömaa–Hakosilta	D	D4	200	220	120	120	100	100
Riihimäki–Kouvola								
Riihimäki asema–Hakosilta	D	D4	140	140	120	120	100	–
Hakosilta–Lahti	D	D4	160	200	120	120	100	80
Lahti–Kouvola asema	D	D4	200	200	120	120	100	100
Lahti–Heinola	B_1	D4	60	60	60	60	50	–
Lahti–Mukkula	B_1	D4	–	–	35 2)	35 2)	35 2)	–
Lahti–Loviisan satama	B_1	D4	60	60	60	60	50	–
Kouvola–Pieksämäki								
Kouvola asema–km 245,9	D	D4	140	140	120	120	100	–
km 245,9–Otava	D	D4	160	200	120	120	100	–
Otava–Pieksämäki asema	D	D4	140	140	120	120	100	–
Mynttilä–Ristiina	A	C4	50	50	50	35	20	–

Section of line	Category		Passenger trains		Freight trains			
	Finnish Transport Agency	SFS-EN 15528	loco-motive hauled	motor cars	160 kN	200 kN	225 kN	250 kN
Otava–Otavan satama	B_1	D4	–	–	35 2)	35 2)	35 2)	–
Pieksämäki–Kontiomäki								
Pieksämäki asema–Kuopio	C_2	D4	140	140	120	120	100	–
Kuopio–Iisalmi	D	D4	140	140	120	120	100	–
Iisalmi–Murtomäki	C_2	D4	140	140	120	120	100	–
Murtomäki–Kajaani	C_1	D4	140	140	120	120	100	–
Kajaani–Kontiomäki	C_1	D4	140	140	120	120	100	–
Kajaani–Lamminniemi	B_1	D4	–	–	35 2)	35 2)	35 2)	–
Suonenjoki–Iisvesi	B_1	D4	–	–	35 2)	35 2)	35 2)	–
Murtomäki–Otanmäki	A	C4	–	–	50 2)	40 2)	–	–
Murtomäki–Talvivaara	C_2	D4	80	80	80	80	80	–
Kouvola–Kuusankoski								
Kouvola asema–Kuusankoski	C_1	D4	50	50	50	50	50	–
Iisalmi–Ylivieska								
Iisalmi–km 555,8	C_1	D4	120	120	120	120	100	–
km 555,8–km 613,1	D	D4	120	120	120	120	100	–
km 613,1–Ylivieska	C_2	D4	120	120	120	120	100	–
Pyhäkumpu erk. vh–Pyhäkumpu	B_1	D4	35	35	35	35	35	–
Kontiomäki–Vartius								
Kontiomäki–Vartius-raja	C_1	D4	80	80	80	80	80	–
Kontiomäki–Ämmänsaari	A	C4	50	50	50	40	–	–
Siilinjärvi–Viinijärvi	C_2	D4	100	100	100	100	100	–
Sysmäjärvi–Vuonos	B_2	D4	–	–	35 2)	35 2)	35 2)	–
Haapamäki–Jyväskylä	B_1	D4	100	100	100	70	50	–

Section of line	Category		Passenger trains		Freight trains			
	Finnish Transport Agency	SFS-EN 15528	loco-motive hauled	motor cars	160 kN	200 kN	225 kN	250 kN
Jyväskylä–Äänekoski	C_1	D4	100	100	100	100	100	–
Äänekoski–Haapajärvi								
Äänekoski–Saarijärvi	C_2	D4	80	80	80	80	80	–
Saarijärvi–Haapajärvi	A	C4	60	60	60	40	–	–
Kouvola–Kotka								
Kouvola tavara–Juurikorpi läntinen raide	D	D4	120	120	120	120	100	–
Kouvola Oikoraide–Inkeroinen itäinen raide	C_1	D4	120	120	120	120	100	–
Inkeroinen–Juurikorpi itäinen raide	D	D4	120	120	120	120	100	–
Juurikorpi–Paimenportti	D	D4	120	120	120	120	100	–
Paimenportti–Kotka asema	C_1	D4	80	80	80	80	80	–
Kotka asema–Kotkan satama	C_1	D4	35	35	35	35	35	–
Kotka Hovinsaari–Kotka Mussalo	C_1	D4	50	50	50	50	50	–
Juurikorpi–Hamina	C_1	D4	100	100	100	100	100	–
Luumäki–Vainikkala	D	D4	120	140	120	120	100	80
Lappeenranta–Mustolan satama	C_1	D4	–	–	50 2)	50 2)	50 2)	–
Imatra tavara–Imatrankoski-raja	D	D4	50	50	50	50	50	–
Kouvola–Joensuu								
Kouvola asema–Luumäki	D	D4	200	200	120	120	100	100
Luumäki–km 395,5	D	D4	140	140	120	120	100	–
km 395,5–Säkäniemi	C_2	D4	140	140	120	120	100	–

Section of line	Category		Passenger trains		Freight trains			
	Finnish Transport Agency	SFS-EN 15528	loco-motive hauled	motor cars	160 kN	200 kN	225 kN	250 kN
Säkäniemi–Joensuu Sulkulahti	D	D4	140	140	120	120	100	–
Joensuu Sulkulahti–Joensuu asema	C_1	D4	90	90	90	90	90	–
Niirala–Säkäniemi								
Niirala raja–Säkäniemi	D	D4	100	100	100	100	100	–
Joensuu–Ilomantsi								
Joensuu Sulkulahti–Heinävaara	B_2	D4	60	60	60	60	60	–
Heinävaara–km 660,4	A	C4	50	50	50	40	–	–
km 660,4–km 664,1	B_1	D4	50	50	50	40	–	–
km 664,1–km 678,4	A	C4	50	50	50	40	–	–
km 678,4–km 683,8	B_1	D4	50	50	50	40	–	–
km 683,8–km 687,9	A	C4	50	50	50	40	–	–
km 687,9–km 692,5	B_1	D4	50	50	50	40	–	–
km 692,5–Ilomantsi	A	C4	50	50	50	40	–	–
Pieksämäki–Joensuu								
Pieksämäki–Varkaus	C_2	D4	120	120	120	120	100	–
Varkaus–Joensuu asema	C_2	D4	120	120	120	120	100	–
Varkaus–Kommila	B_2	D4	50	50	50	50	50	–
Huutokoski–Savonlinna	C_2	D4	80	80	80	80	80	–
Savonlinna–Parikkala	B_2 1)	D4	110	110	110	90	80	–
Joensuu–Nurmes								
Joensuu asema–Uimaharju	C_2	D4	120	120	120	120	100	–
Uimaharju–Lieksa	C_2	D4	100	100	100	100	100	–
Lieksa–Nurmes	B_2	D4	110	110	110	90	80	–

Section of line	Category		Passenger trains		Freight trains			
	Finnish Transport Agency	SFS-EN 15528	loco-motive hauled	motor cars	160 kN	200 kN	225 kN	250 kN
Lieksa–Pankakoski	A	C4	–	–	30 2)	30 2)	20 2)	–
Nurmes–Kontiomäki								
Nurmes–Porokylä	B_2	D4	80	80	80	80	80	–
Porokylä–Vuokatti	C_2	D4	80	80	80	80	80	–
Vuokatti–Kontiomäki	B_1	D4	80	80	80	60	50	–
Vuokatti–Lahnaslampi	B_2	D4	–	–	50 2)	50 2)	50 2)	–
Oulu–Kontiomäki								
Oulu Nokela–Utajärvi	C_1	D4	120	120	120	120	100	–
Utajärvi–km 878,2	C_1	D4	140	140	120	120	100	–
km 872,2–Paltamo	C_1	D4	120	120	120	120	100	–
Paltamo–Kontiomäki	C_1	D4	140	140	120	120	100	–

1) Bridge restriction, see Appendix 10.
2) Shunting traffic only.
3) Finnish Rail Agency regulation/museum traffic 295/411/2008.

Overweight load carriage

1) A wagon whose axle weight exceeds the maximum axle weight given for the different line sections in the table in section 3.3 of the Network Description is overweight for that line section.
2) The load specified in the wagon load table may not be exceeded intentionally. Any excess load must be unloaded at the first possible traffic operating point if the load exceeds the permitted load by more than 5% when the maximum axle load is 22.5 t or by more than 2% when the maximum axle load is 25 t.
3) When the maximum axle load of a domestic wagon or a wagon under COTIF agreement is 22.5 t, wagons bearing excess weight may be transported at no more than the following speeds:

Superstructure category	Maximum axle weight kN	Speed km/h
A (1	225 (1	20 (1
B1	235	35
B2	235	50
C1, C2, D	235	80

1) On main lines and secondary tracks belonging to the superstructure category A individual overweight wagons with axle loads exceeding 20 t but not 22.5 t may be transported only on a temporary basis at a speed of 20 km/h. It is not permitted to operate on main lines and secondary tracks of superstructure category A at axle loads exceeding 22.5 t.

4) Overweight wagons must be transported in line with the regulations governing exceptional transport. Before transport the wagon's wheel sets and the rest of the bogie structure must be inspected.
5) Temporary transport of overweight wagons can be considered in case of ad hoc need. Any temporary transport of overweight loads must be notified to the track's maintenance operator with a view to monitoring the condition of the track superstructure.
6) Terms of transport for the overweight wagons conforming to Russian standards can be obtained from current Network Description. It is prohibited to operate on main lines and branch lines belonging to the superstructure category A.
7) Transport of overweight loads other than those referred to in points 3, 4 and 5, which have not obtained a permanent transport licence, will be deemed exceptional load transport.

Permitted Speed on Points and Track Crossings

Table 2. Permitted speed on points and track crossings

	Superstructure category					
	A	**B_1**	**B_2**	**C_1**	**C_2**	**D**
Straight track						
Single points, 60 E 1, short	70	100	110	180	200	200
Single points, 60 E 1, long	—	100	110	180	200	220
Single points, 54 E 1, long	70	100	110	140	140	140
Single points, other	70	100	110	160	160	160
Three-throw points	70	100	110	120	120	120
Diamond crossings	35	90	90	90	90	90
Track crossings	35[1)]	90[1)]	90[1)]	90[1)]	90[1)]	90[1)]
Deflecting section						
Short points R = 165 m	20[1)]	20[1)]	20[1)]	20[1)]	20[1)]	20[1)]
Short points	35	35	35	35	35	35
Short points when axle load is over 22.5 t	—	10	20	20	20	35
Long points						
R = 500 m	—	—	—	60	60	60
R = 530 m	70	70	70	—	—	—
R = 900 m, when axle load max. 22.5 t	—	80	80	80	80	80
R = 900 m, when axle load over 22.5 t	—	—	—	60	60	60
R = 1600 m	—	—	—	110	110	110
R = 2500 m	—	—	—	140	140	140
R = 3000 m	—	—	—	—	—	160
Non-interlockeg points						
Straight track and deflecting section	30[1)]	30[1)]	30[1)]	30[1)]	30[1)]	30[1)]

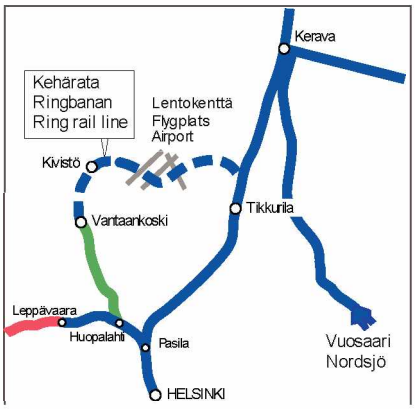
1) Indicated with a speed board

Päällysrakenneluokka Överbyggnadklass Superstructure Category	ei sähköistetty icke-elektrifierad non-electrified	sähköistetty elektrifierad electrified	kiskotus räler rails	pölkyt sliprar sleepers	tukikerros ballast ballast
A			K30, K33	puu trä wooden	raidesora tai vastaava ballastgrus eller motsvarande gravel or equivalent
B_1			K43, K60, K54 E1, 60 E1	puu trä wooden	raidesora tai vastaava ballastgrus eller motsvarande gravel or equivalent
B_2			K43, K60	puu, betoni trä, betong wooden, concrete	raidesepeli makadamballast railway ballast
C_1			54 E1	puu, betoni trä, betong wooden, concrete < 1987	raidesepeli makadamballast railway ballast
C_2			54 E1	betoni betong concrete > 1987	raidesepeli makadamballast railway ballast
D			60 E1	betoni betong concrete	raidesepeli makadamballast railway ballast

Ei liikennöintiä
Trafikeras inte
No traffic

Museorata
Museibana
Museum line

Rakenteilla
Under byggnad
Under construction



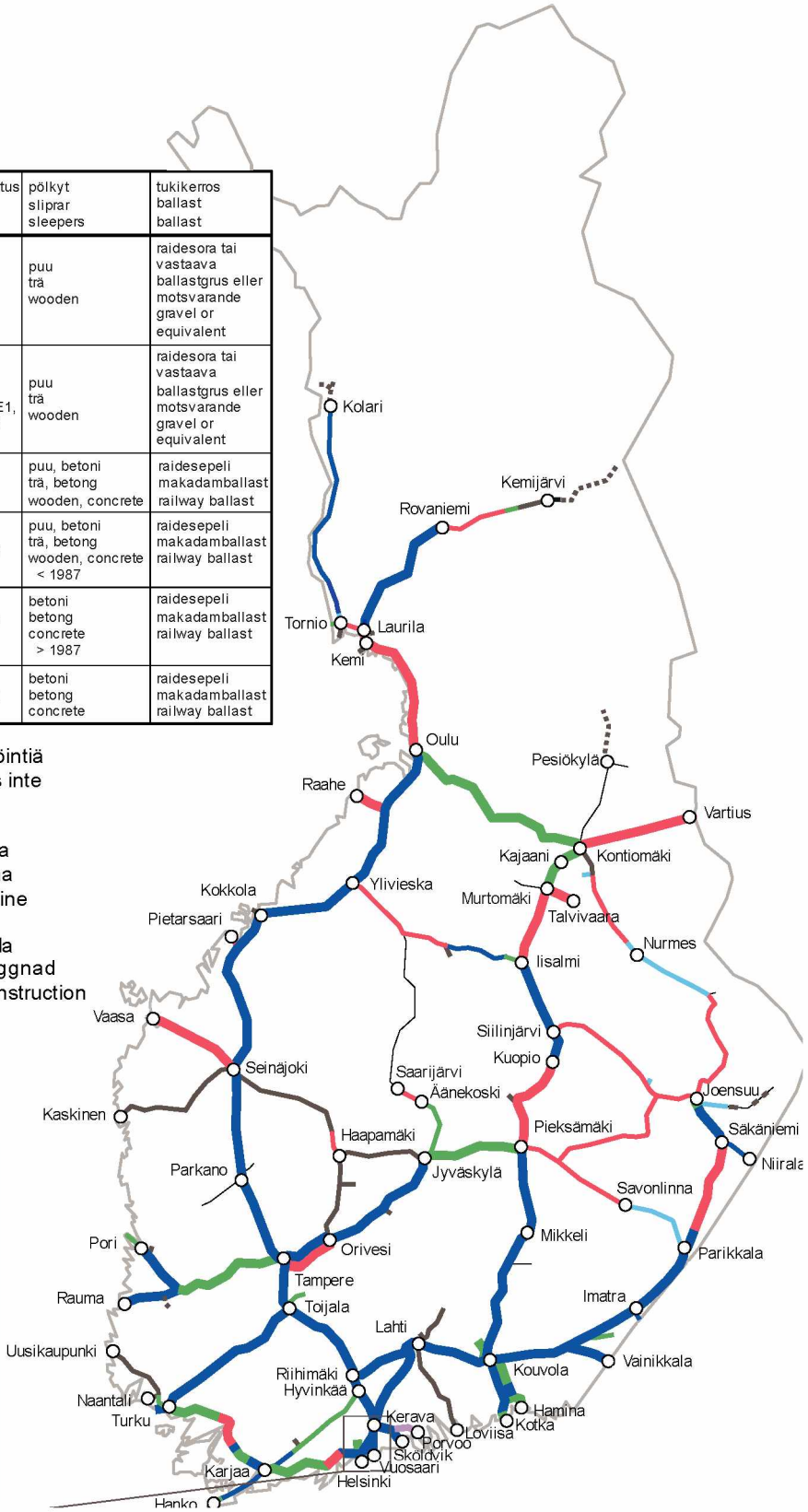


Figure 1. Line categories and electrification.

Signalling systems

The signalling systems used on the lines are represented in the figures in this appendix.

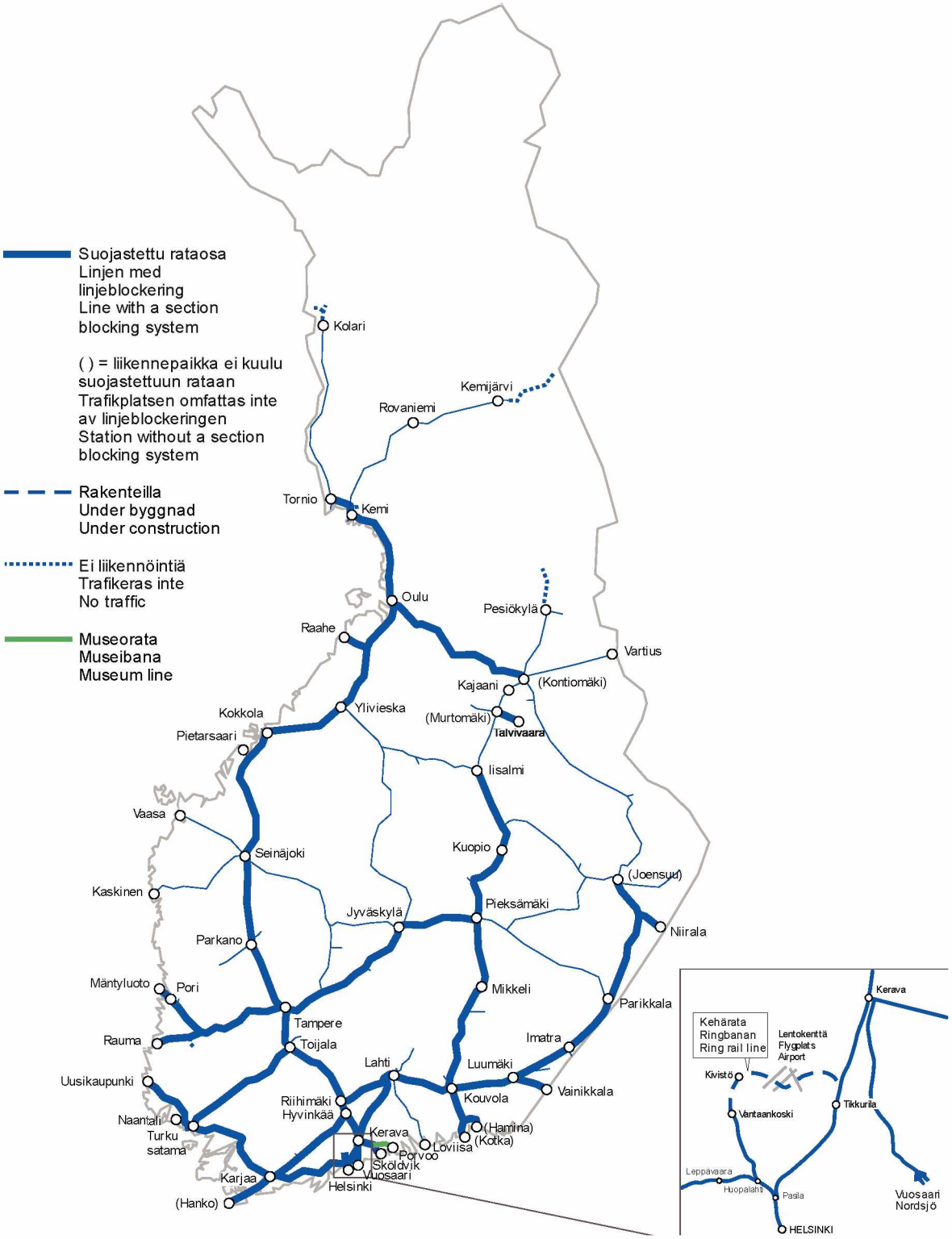


Figure 1. Lines with a section blocking system.

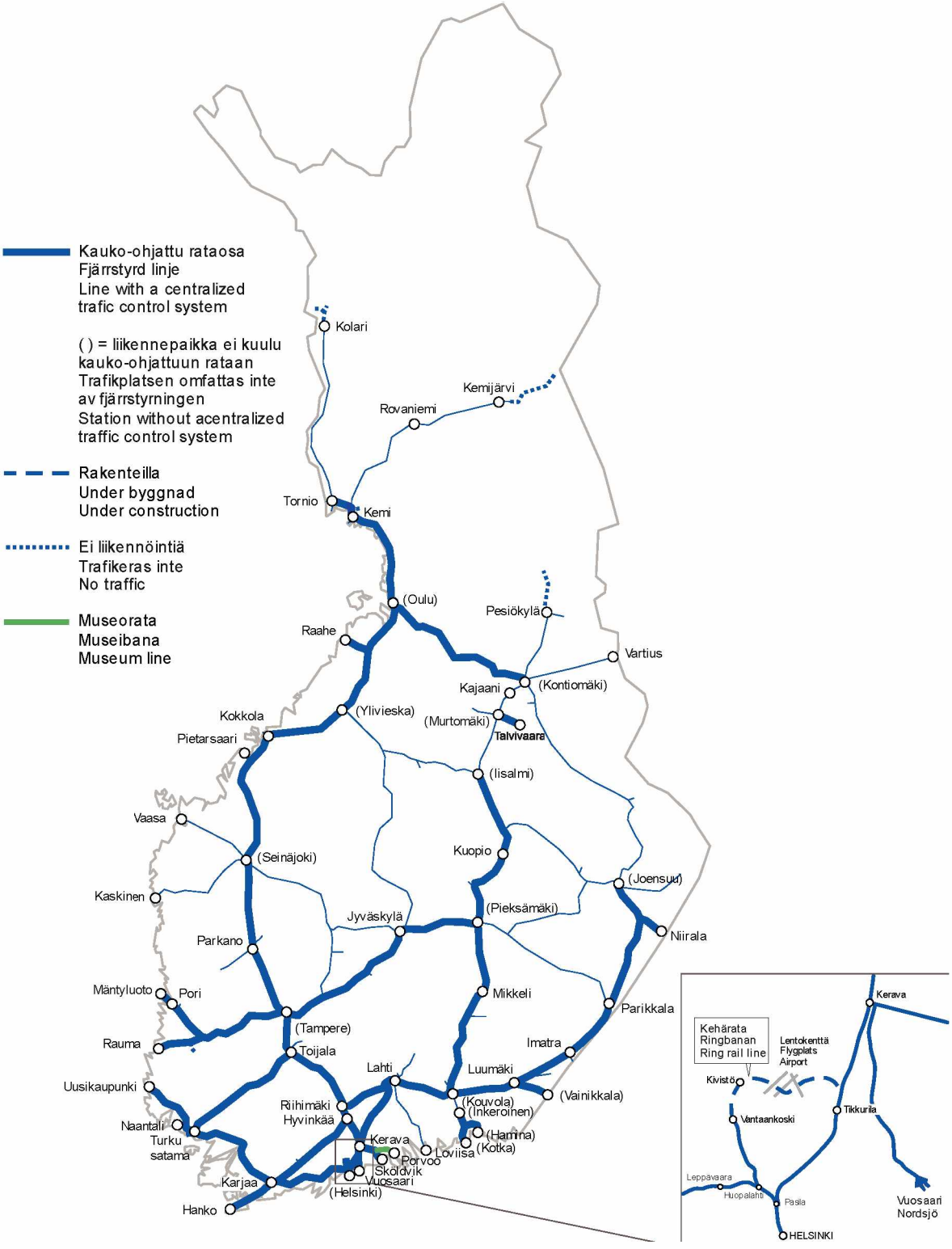


Figure 2. Lines with a centralised traffic control systems.

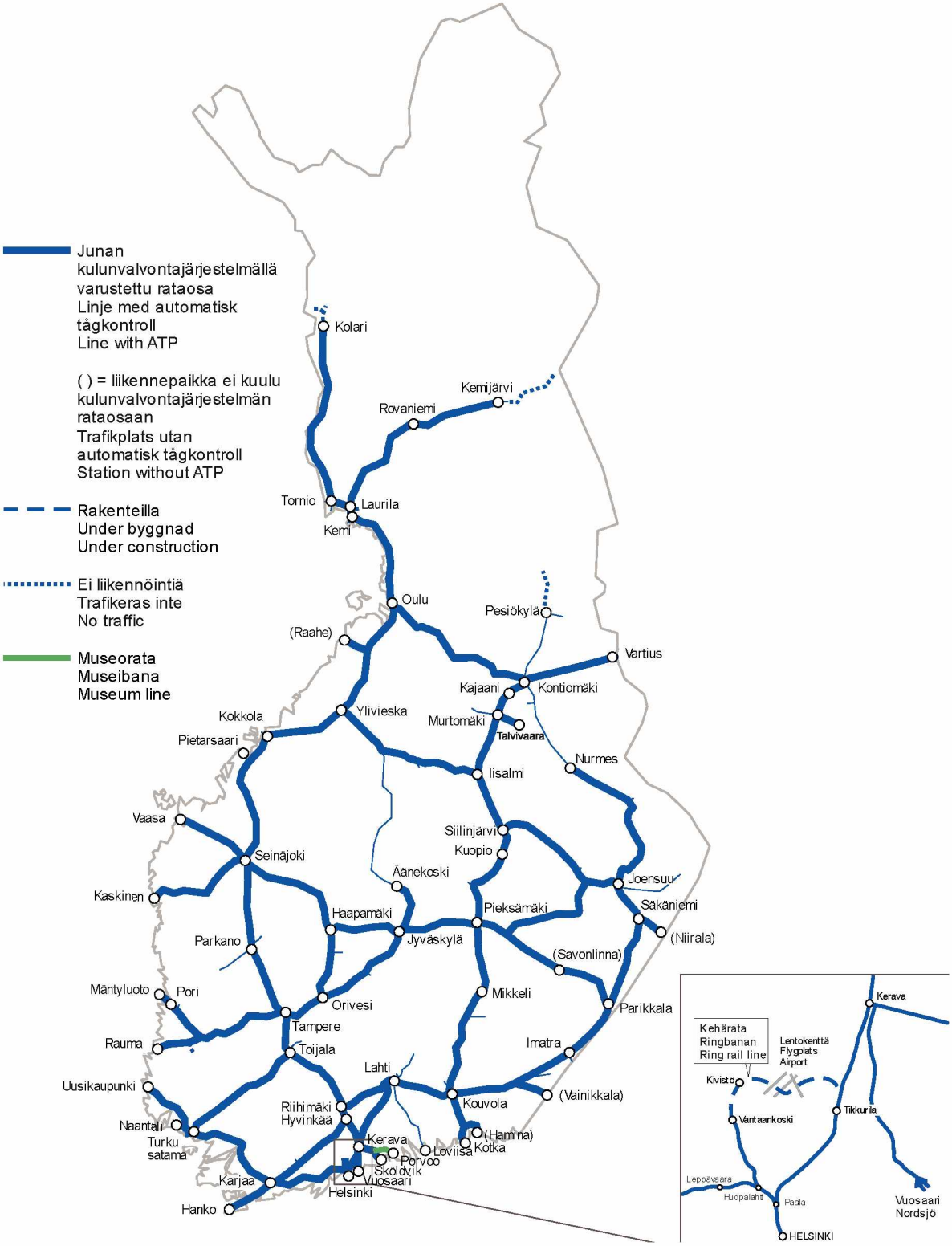


Figure 3. Lines with ATP.

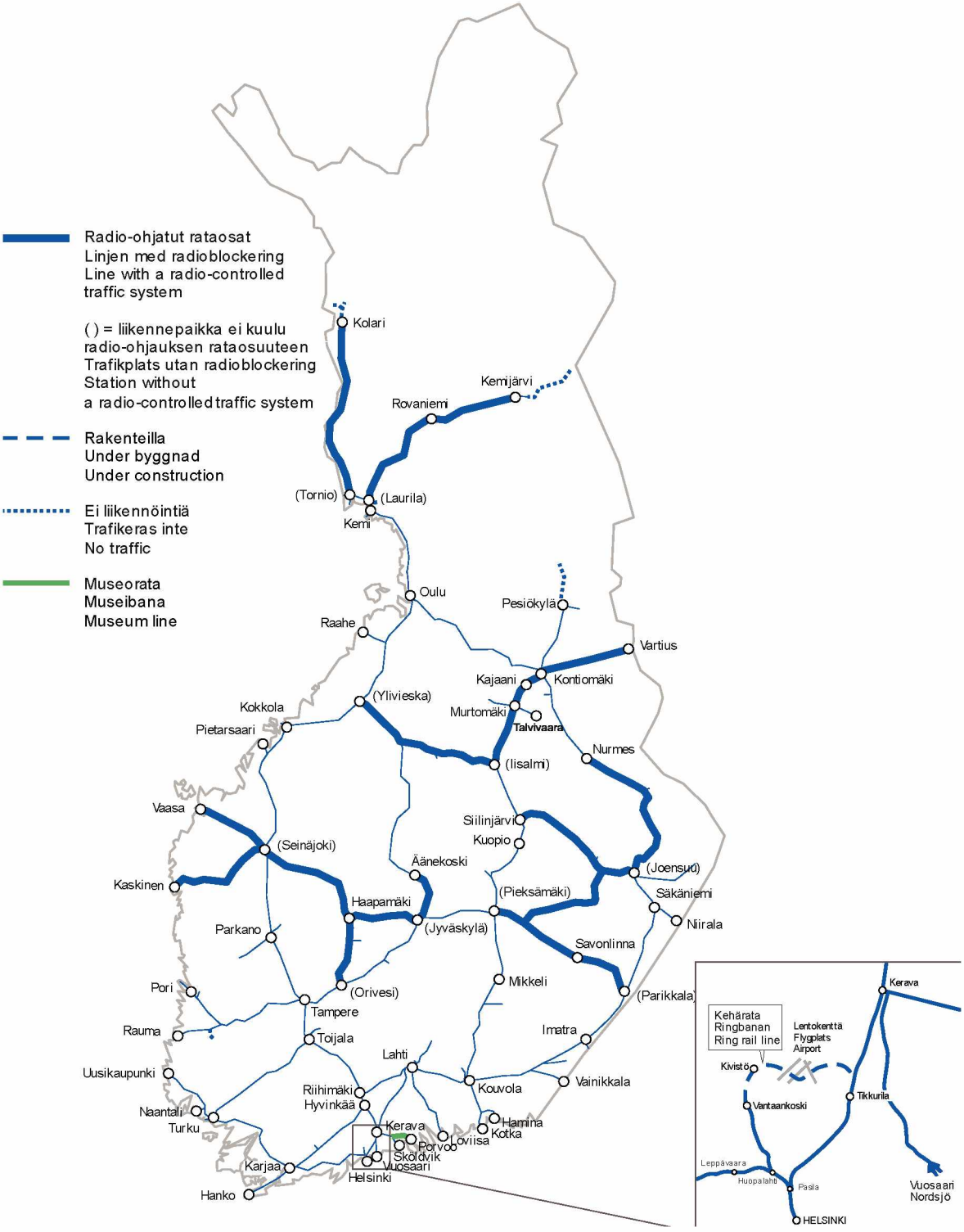


Figure 4. Lines with a radio-controlled traffic system.

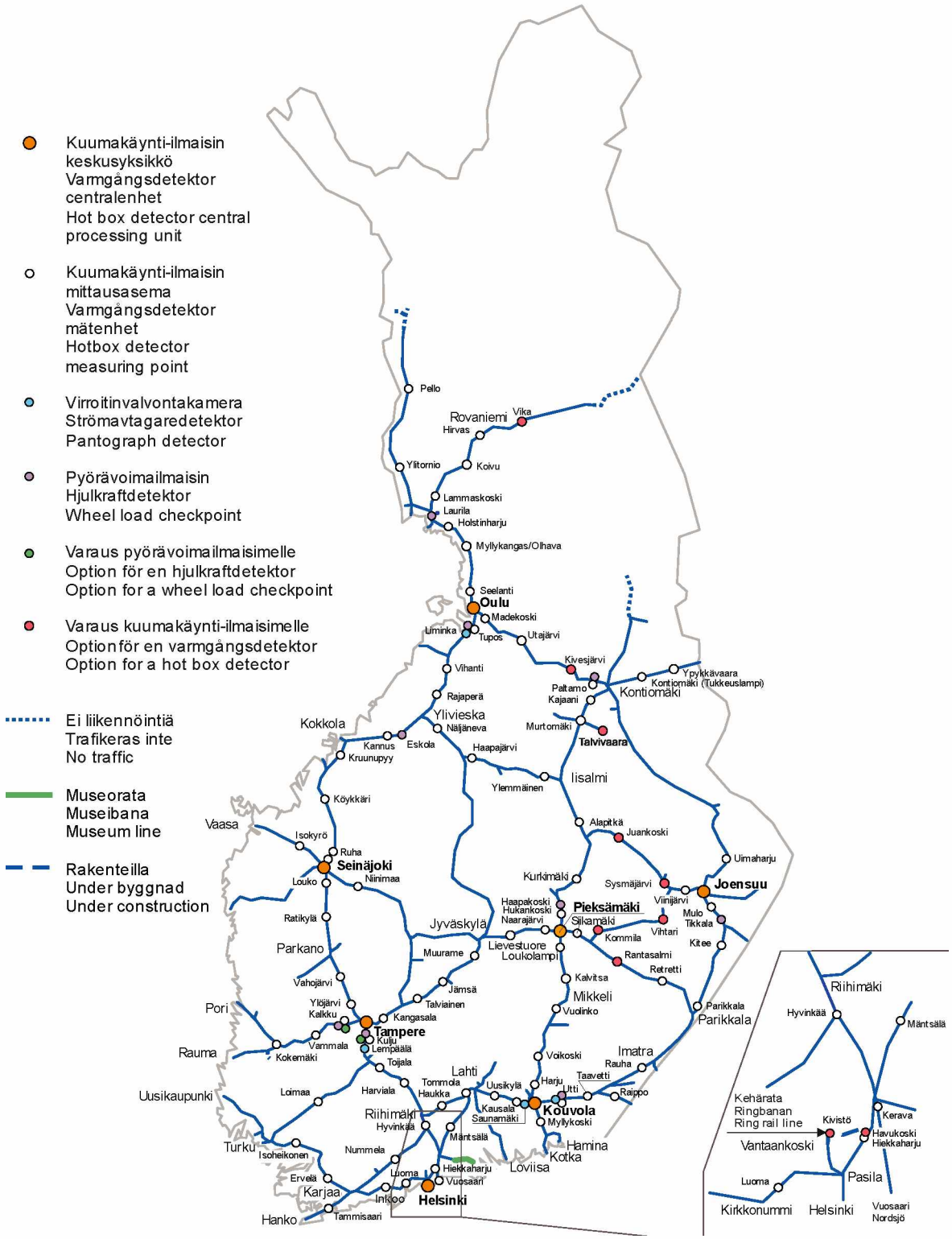


Figure 5. Control equipment for rolling stock.

Vibration-related speed restrictions

Table 1. Vibration-related speed restrictions.

Operating Point	Operating Point	Km-stretch	Speed restriction
Helsinki–Riihimäki	Jokela	47+950–49+950	≥ 3000 ton trains 40 km/h
Kerava–Sköldvik	Kerava	30+700–31+650	≥ 3000 ton trains 40 km/h
Kerava–Sköldvik	Nikkilä	38+850–40+160	all trains 40 km/h
Toijala–Turku	Loimaa	208+000–210+600	≥ 3000 ton trains 40 km/h
Toijala–Turku	Turku	271+900–273+700	≥ 3000 ton trains 40 km/h
Seinäjoki–Kaskinen	Kurikka	450+500–452+000	all trains 40 km/h
Seinäjoki–Oulu	Liminka	726+900–729+200	≥ 3000 ton trains 50 km/h
Seinäjoki–Oulu	Kempele	740+600–741+700	≥ 3000 ton trains 50 km/h
Riihimäki–Kouvola	Hollola	116+200–118+500	≥ 3000 ton trains 40 km/h
Riihimäki–Kouvola	Lahti	125+000–125+400	≥ 3000 ton trains 40 km/h
Riihimäki–Kouvola	Koria	182+900–186+400	≥ 3000 ton trains 30 km/h
Kouvola–Kotka	Myllykoski	201+500–203+100	≥ 3000 ton trains 40 km/h
Oulu–Kontiomäki	Oulu	762+800–763+800	≥ 3000 ton trains 45 km/h
Oulu–Kontiomäki	Muhos	786+000–790+000	≥ 3000 ton trains 60 km/h
Kerava–Lahti	Järvenpää	35+800–36+200	≥ 3000 ton freight trains 40 km/h
Joensuu–Viinijärvi	Joensuu	631+100–631+700	≥ 3000 ton freight trains 40 km/h

Maximum train speeds in tunnels

This table presents the tunnels with a speed limit. The speed limit of the track section in question is applied for all other tunnels.

Table 1. Maximum train speeds in tunnels.

Tunnels	Km-locations	Maximum speed [km/h]		
		Single deck	Double deck	Motorised trains
Helsinki–Karjaa				
Lillgård	46+790–46+977	160	120	180
Riddarbacken	47+770–48+043	160	120	180
Karjaa–Salo				
Bäljens	88+924–89+222	160	140	200
Köpskog	90+492–90+535	160	140	200
Åminne	92+391–92+492	160	140	200
Högbacka	94+365–94+565	160	140	200
Kaivosmäki	113+961–114+060	160	140	200
Haukkamäki	114+304–114+740	160	140	200
Harmaamäki	115+150–115+415	160	140	200
Lemunmäki	125+820–126+595	160	160	180
Märjänmäki	126+940–128+180	160	160	180
Lavianmäki	137+720–138+302	160	160	180
Tottola	139+084–139+615	160	120	180
Salo–Turku				
Halikko	150+207–150+393	160	140	200
Pepallonmäki	152+420–152+951	160	140	200
Orivesi–Jyväskylä				
Keljonkangas II	335+301–335+526	140	140	140

Bridge restrictions

On the movable bridges mentioned below, axle loads and speed impose restrictions on the running of rail vehicles. The speed restrictions are indicated by speed signs.

Bridges with Weight Restrictions

1) Kyrönsalmi bridge on the Parikkala-Savonlinna section of line:
   - Axle load restriction 22.5 t
   - Maximum permitted speed on the bridge is 20 km/h

2) Seinäjoki, Kyrönjoki, Nenätönjoki, Kainastonjoki, Teuvanjoki, Närpiönjoki and Kaskistensalmi bridges on the Seinäjoki-Kaskinen section of line.
   - Axle load restriction 22.5 t
   - Maximum speed on the bridges is 60 km/h, unless a lower speed limit is otherwise ordered.

The axle loads mentioned here shall not be exceeded, and the excess load shall be unloaded at the station where it is discovered.

These regulations do not apply to 6- or 8-axle wagons built according to the Russian standard, which can be carried over the above-mentioned bridges only as special transport on the conditions laid down in the transport permit.

Movable Bridges

Table 1. Restrictions related to movable bridges.

Bridge	Railway section	Permitted speed [km/h]
Pohja	Karjaa–Hanko	50
Kyrönsalmi	Savonlinna–Parikkala	20[1]
Pirttiniemi	Pieksämäki-Joensuu	40[2]
Taipale Canal	Pieksämäki-Joensuu	30[2]
Pielisjoki	Pieksämäki-Joensuu, Joensuu-Nurmes	50
Uimasalmi	Joensuu–Nurmes	60
Tahkoluoto	Mäntyluoto–Tahkoluoto	50

[1] See bridges with weight restrictions.
[2] The bridge and the rail joints can be locked, in which case the permitted speed is 60 km/h.

Significant and other track work affecting traffic in 2013

This appendix presents an estimate of the rail maintenance work that will be carried out during the 2013 timetable period and that may affect traffic. The information in the appendices may change once the details of funding and planning become clear. The updated list will be published on the Finnish Transport Agency website at http://www.liikennevirasto.fi.

Table 1. Track work in 2013.

Location	Affects traffic	Break description
SOUTHERN FINLAND		
Real estate projects in Töölö, changed passenger platform	x	Weeknight and weekend breaks
Pasila: western additional track	x	Weeknight and weekend breaks
Renewal of superstructure on Helsinki-Ilmala maintenance tracks	x	One of the tracks is alternately out of use for a period of 3 weeks
Kirkkonummi-Karjaa: eliminating of frost heave damages, turnout at Siuntio (on pile slab), repair of pile footing area at Kela	x	Weeknight and weekend breaks. Commuter and long-distance traffic arrangements in July.
Leppävaara-Kirkkonummi; station arrangements in Tolsa and Jorvas	x	Singel track in use and weekend breaks. Commuter traffic arrangements.
Havukoski	x	8 x traffic breaks from Saturday evening to Monday morning. Weeknight breaks.
Tikkurila station complex	x	Weeknight and weekend breaks. Changes in track usage
Tikkurila station, overpass bridge	x	Weeknight and weekend breaks. Changes in track usage
Tikkurila-Kerava: Hanal traffic operating point: building of a combination of switches and crossings as well as a double crossover	x	Weeknight and weekend breaks
Huolalahti: Overpass bridge at Vihdintie	x	Weeknight and weekend breaks
Building of a double crossover North and West of Huopalahti	x	Weeknight and weekend breaks
Huopalahti-Vantaankoski: replacing the superstructure, work on safety devices and the electrified railway, repairing the bridge waterproofing, Ring Rail Line jointing work	x	One track/intermediate section between double crossovers at a time closed in July-August. Weekend breaks. Commuter traffic arrangements. Coordination with other breaks in Southern Finland.

Location	Affects traffic	Break description
EASTERN FINLAND		
Hyvinkää: new turnout connection between tracks 301 and 302	x	Weeknight and weekend breaks
Kouvola: replacing of brake mechanism in the incline	x	-
Kuopio - changing the superstructure in Pieksämäki	x	8 h daily track possessions in June-August
Renovation of Kuopio railway yard: passenger railway yard and Iloharju	x	Changes in track usage
Underpass replacing the level crossing at Törölä	x	16 h weekend break
Joutseno: replacing the old steel bridge at main road 6	x	Weekend break
Jyväskylä - Äänekoski: replacing the superstructure in Kangasvuori tunnel	x	3 day total break
Niirala: replacing the safety devices and connecting to remote control	-	-
WESTERN FINLAND		
Turku-Toijala: underpass bridges	x	Weekend breaks
Lielahti-Kokemäki: replacing the superstructure, bridges	x	3-5 h Monday-Friday, track possessions in April. 8-11 h Monday-Friday, track possessions in May-October. 6 x 20 h weekend breaks. 3-5 h Monday-Friday, track possessions in November
Tampere-Lielahti: Tampere Tipotie underpass bridge	x	4 x 12 h and 36 h weekend breaks one track at a time. Coordination with the work at Lielahti-Kokemäki.
Tampere Central Arena: turnout and track changes at the southern end of the passenger railway yard	x	Changes in track usage. Traffic breaks during the building stages.
Seinäjoki-Vaasa: Ratinkylä underpass bridge	x	4 x 12 h and 36 h breaks
Improving the service level on the section Seinäjoki-Oulu: traffic operating points at Bennäs	x	1 x 12 h and 1 x 20 h weekend breaks in April-May. Midsummer break. 2 x 20 h weekend breaks in July-August. Coordination with work on the sections Kokkola-Ylivieska and Ylivieska-Oulu.
Kokkola-Ylivieska double track	x	2 x 12 h and 2 x 20 h weekend breaks in April-May. Midsummer break. 5 x 12 h and 2 x 20 h weekend breaks in September-November. Coordination with the work on the sections Seinäjoki-Kokkola and Ylivieska-Oulu
Haapamäki - Seinäjoki: rail replacement and ballast construction	x	8 h weekday track possessions
Orivesi-Haapamäki: withdrawal of level crossings at Orivesi, bridges	x	16–24 h break

NORTHERN FINLAND		
Improving the service level on the section Seinäjoki-Oulu: Ylivieska-Tuomioja substructure and superstructure, turnouts and table bridges	x	1 x 12 h and 1 x 20 h weekend breaks in April-May. 8 h daily track possession Monday-Thursday June-August. 4 x 12 h and 3 x 20 h weekend breaks in September-November. Midsummer break. Coordination with the work on the sections Seinäjoki-Kokkola and Kokkola- Ylivieska
Rovaniemi-Kemijärvi: electrification	x	5 h track possession Monday-Thursday in December 2012 - July 2013
OTHER BREAKS		
Investments to improve punctuality	x	-
Eliminating single frost heave damages	x	-
Renewing and withdrawing level crossings, track work at stations	x	-
Bridge, drum and superstructure repairs	x	-
Replacement and service of electric railway devices	x	-
Tree maintenance investments	-	-
Replacement of individual turnouts in the following railway yards: Helsinki, Kouvola, Kotka, Hamina, Vainikkala, Lappeenranta, Joensuu, Pieksämäki, Tampere, Seinäjoki, Jyväskylä, Turku, Riihimäki, Oulu	x	8-16 h track possessions
Walking inspections on tracks with a maximum allowed speed exceeding 140 km/h	x	-
Tamping of maintenance tracks and turnouts	x	-
Replacement of single sleepers and wornout curved rails	x	-

Map of Traffic Planning Areas

Coordination of track work and traffic according to the traffic planning areas shown on the map below.

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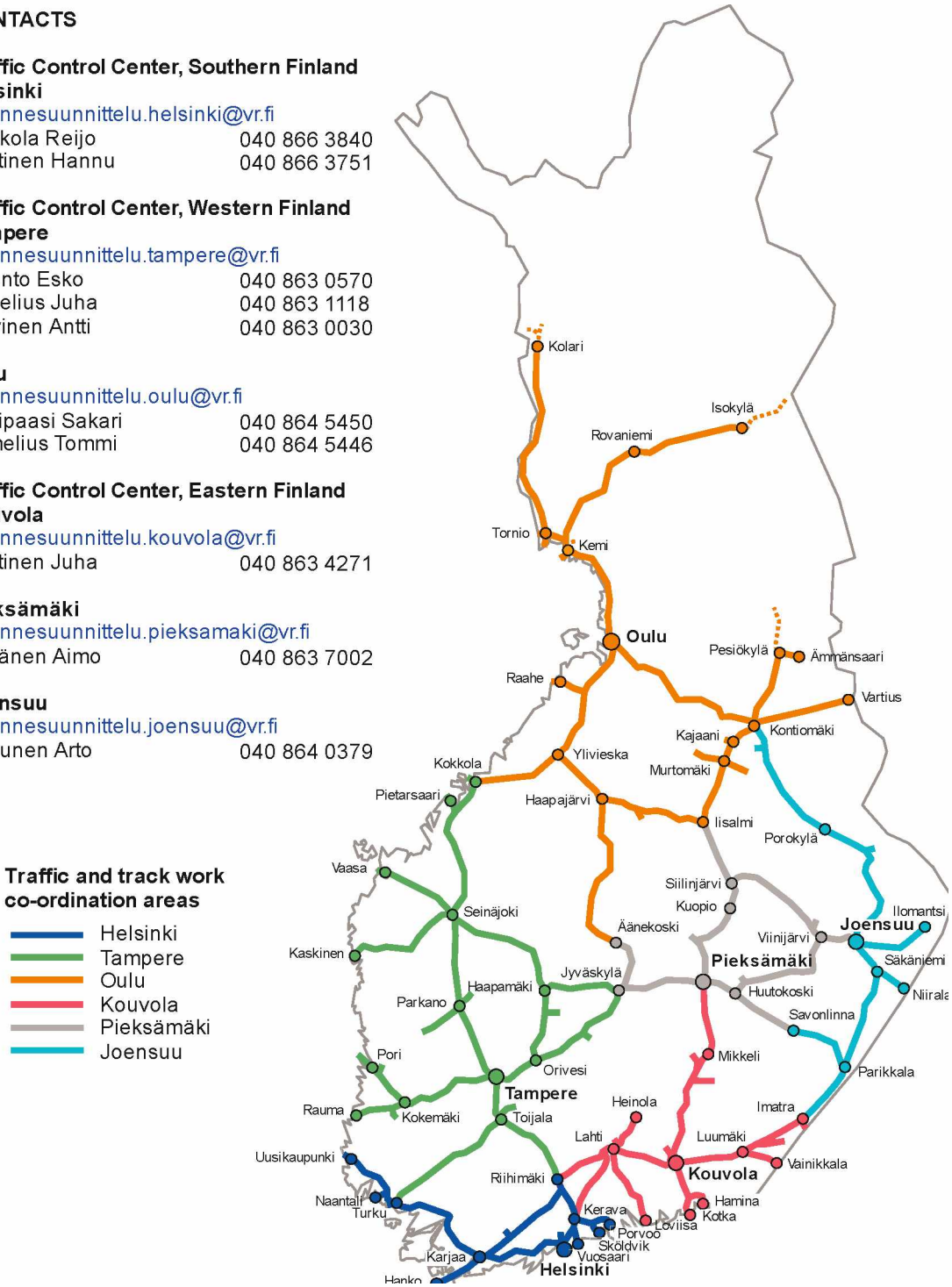


Figure 1. Traffic Planning Areas and Contacts

Passenger information at the stations of the state-owned rail network

The Finnish Transport Agency is responsible for the electronic and fixed passenger information at railway stations and in platform areas. The electronic information is produced in the passenger information and announcement system MIKU. MIKU generally produces information automatically, but in extraordinary situations the personnel of the Information Centre or the Traffic Control enters the data on the screens or give announcements.

The table below includes information about the passenger information at the traffic operating points. All changes to this table are updated on the Finnish Transport Agency's website under Finnish Network Statement.

Table 1. Passenger information at operating points.

Station	Swedish name of Station	No information system	Only an announcement system	Track displays	Main displays	Special displays (bridge and other displays	LCD monitors	Tunnel displays	TFT displays	Total
Total		**15**	**66**	**346**	**34**	**6**	**47**	**3**	**398**	**929**
Alavus	Alavus		1	0	0	0	0	0	0	0
Dragsvik	Dragsvik	1		0	0	0	0	0	0	0
Eläinpuisto-Zoo	Eläinpuisto-Zoo		1	0	0	0	0	0	0	0
Eno	Eno		1	0	0	0	0	0	0	0
Espoo	Esbo			6	0	0	0	0	18	24
Haapajärvi	Haapajärvi		1	0	0	0	0	0	0	0
Haapamäki	Haapamäki			0	0	0	0	0	2	2
Haarajoki	Haarajoki			4	0	0	0	0	4	8
Hankasalmi	Hankasalmi		1	0	0	0	0	0	0	0
Hanko	Hango		1	0	0	0	0	0	0	0
Hanko-Pohjoinen	Hangö Norra	1		0	0	0	0	0	0	0
Harjavalta	Harjavalta			0	0	0	0	0	1	1
Haukivuori	Haukivuori		1	0	0	0	0	0	0	0
Heinävesi	Heinävesi		1	0	0	0	0	0	0	0
Helsinki	Helsingfors			19	4	2	10	3	38	76
Herrala	Herrala		1	0	0	0	0	0	0	0
Hiekkaharju	Sandkulla			4	0	0	0	0	2	6
Hikiä	Hikiä		1	0	0	0	0	0	0	0
Humppila	Humppila			3	0	0	0	0	2	5
Huopalahti	Hoplax			8	0	0	4	0	6	18
Hyvinkää	Hyvinge			4	0	0	0	0	5	9

Station	Swedish name of Station	No information system	Only an announcement system	Track displays	Main displays	Special displays (bridge and other displays	LCD monitors	Tunnel displays	TFT displays	Total
Hämeenlinna	Tavastehus			5	2	0	0	0	4	11
Höljäkkä	Höljäkkä	1		0	0	0	0	0	0	0
Iisalmi	Idensalmi			2	0	0	0	0	3	5
Iittala	Iittala			2	0	0	0	0	0	2
Ilmala	Ilmala			2	0	0	0	0	2	4
Imatra	Imatra			2	0	0	0	0	3	5
Inkeroinen	Inkeroinen		1	0	0	0	0	0	0	0
Inkoo	Ingå		1	2	0	0	0	0	0	2
Isokyrö	Storkyro		1	0	0	0	0	0	0	0
Joensuu	Joensuu			3	0	0	0	0	6	9
Jokela	Jokela			3	0	0	0	0	2	5
Jorvas	Jorvas		1	2	0	0	0	0	0	2
Joutseno	Joutseno			2	0	0	0	0	0	2
Juupajoki	Juupajoki		1	0	0	0	0	0	0	0
Jyväskylä	Jyväskylä			3	2	0	10	0	0	15
Jämsä	Jämsä			2	0	0	0	0	1	3
Järvelä	Järvelä		1	0	0	0	0	0	0	0
Järvenpää	Träskända			7	0	0	0	0	4	11
Kajaani	Kajana			1	0	0	0	0	2	3
Kannelmäki	Gamlas			2	0	0	0	0	2	4
Kannus	Kannus			0	0	0	0	0	1	1
Karjaa	Karis			7	0	0	1	0	3	11
Karkku	Karkku		1	0	0	0	0	0	0	0
Kauhava	Kauhava			1	0	0	0	0	0	1
Kausala	Kausala			2	0	0	0	0	0	2
Kauklahti	Köklax			3	0	0	0	0	1	4
Kauniainen	Grankulla			3	0	0	0	0	2	5
Kausala	Kausala			2	0	0	0	0	0	2
Kemi	Kemi			2	0	0	0	0	2	4
Kemijärvi	Kemijärvi		1	0	0	0	0	0	0	0
Kera	Kera			2	0	0	0	0	0	2
Kerava	Kervo			10	0	0		0	11	21
Kerimäki	Kerimäki		1	0	0	0	0	0	0	0
Kesälahti	Kesälahti			1	0	0	0	0	0	1
Keuruu	Keuruu		1	0	0	0	0	0	0	0
Kilo	Kilo			4	0	0	0	0	0	4
Kirkkonummi	Kyrkslätt			3	0	0	0	0	6	9
Kitee	Kitee			1	0	0	0	0	0	1
Kiuruvesi	Kiuruvesi		1	0	0	0	0	0	0	0
Kohtavaara	Kohtavaara	1		0	0	0	0	0	0	0
Koivuhovi	Björkgård			2	0	0	0	0	0	2
Koivukylä	Björkby			4	0	0	0	0	1	5

Station	Swedish name of Station	No information system	Only an announcement system	Track displays	Main displays	Special displays (bridge and other displays	LCD monitors	Tunnel displays	TFT displays	Total
Kokemäki	Kokemäki			0	0	0	0	0	1	1
Kokkola	Karleby			6	0	0	0	0	2	8
Kolari	Kolari			0	0	0	0	0	2	2
Kolho	Kolho		1	0	0	0	0	0	0	0
Kontiomäki	Kontiomäki			0	0	0	0	0	1	1
Koria	Koria			2	0	0	0	0	0	2
Korso	Korso			4	0	0		0	2	6
Kotka	Kotka			0	0	0	0	0	1	1
Kotka Satama	Kotka Satama		1	0	0	0	0	0	0	0
Kouvola	Kouvola			13	2	0	5	0	2	22
Kuopio	Kuopio			4	0	0	0	0	6	10
Kupittaa	Kuppis			4	0	2	2	0	4	12
Kuusivaara	Kuusivaara	1		0	0	0	0	0	0	0
Kylänlahti	Kylänlahti	1		0	0	0	0	0	0	0
Kymi	Kymi	1		0	0	0	0	0	0	0
Kyminlinna	Kyminlinna	1		0	0	0	0	0	0	0
Kyrölä	Kyrölä			2	0	0	0	0	0	2
Käpylä	Kottby			4	0	0	0	0	2	6
Lahti	Lahtis			12	2	0	0	0	5	19
Laihia	Laihela		1	0	0	0	0	0	0	0
Lapinlahti	Lapinlahti			2	0	0	0	0	0	2
Lappeenranta	Vilmanstrand			3	0	0	6	0	1	10
Lappila	Lappila		1	0	0	0	0	0	0	0
Lappohja	Lappvik	1		0	0	0	0	0	0	0
Lapua	Lappo		1	0	0	0	0	0	0	0
Lempäälä	Lempäälä			2	0	0	0	0	0	2
Leppävaara	Alberga			8	0	0	1	0	5	14
Lieksa	Lieksa		1	0	0	0	0	0	0	0
Lievestuore	Lievestuore		1	0	0	0	0	0	0	0
Loimaa	Loimaa			1	0	0	0	0	1	2
Louhela	Klippsta			2	0	0	0	0	2	4
Luoma	Bobäck			2	0	0	0	0	0	2
Lusto	Lusto		1	0	0	0	0	0	0	0
Malmi	Malm			4	0	0	0	0	8	12
Malminkartano	Malmgård			2	0	0	0	0	4	6
Mankki	Mankby			2	0	0	0	0	0	2
Martinlaakso	Mårtensdal			4	0	0	0	0	2	6
Masala	Masaby			4	0	0	0	0	0	4
Mikkeli	St Michel			5	0	2	0	0	7	14
Misi	Misi	1		0	0	0	0	0	0	0
Mommila	Mommila		1	0	0	0	0	0	0	0
Muhos	Muhos		1	0	0	0	0	0	0	0

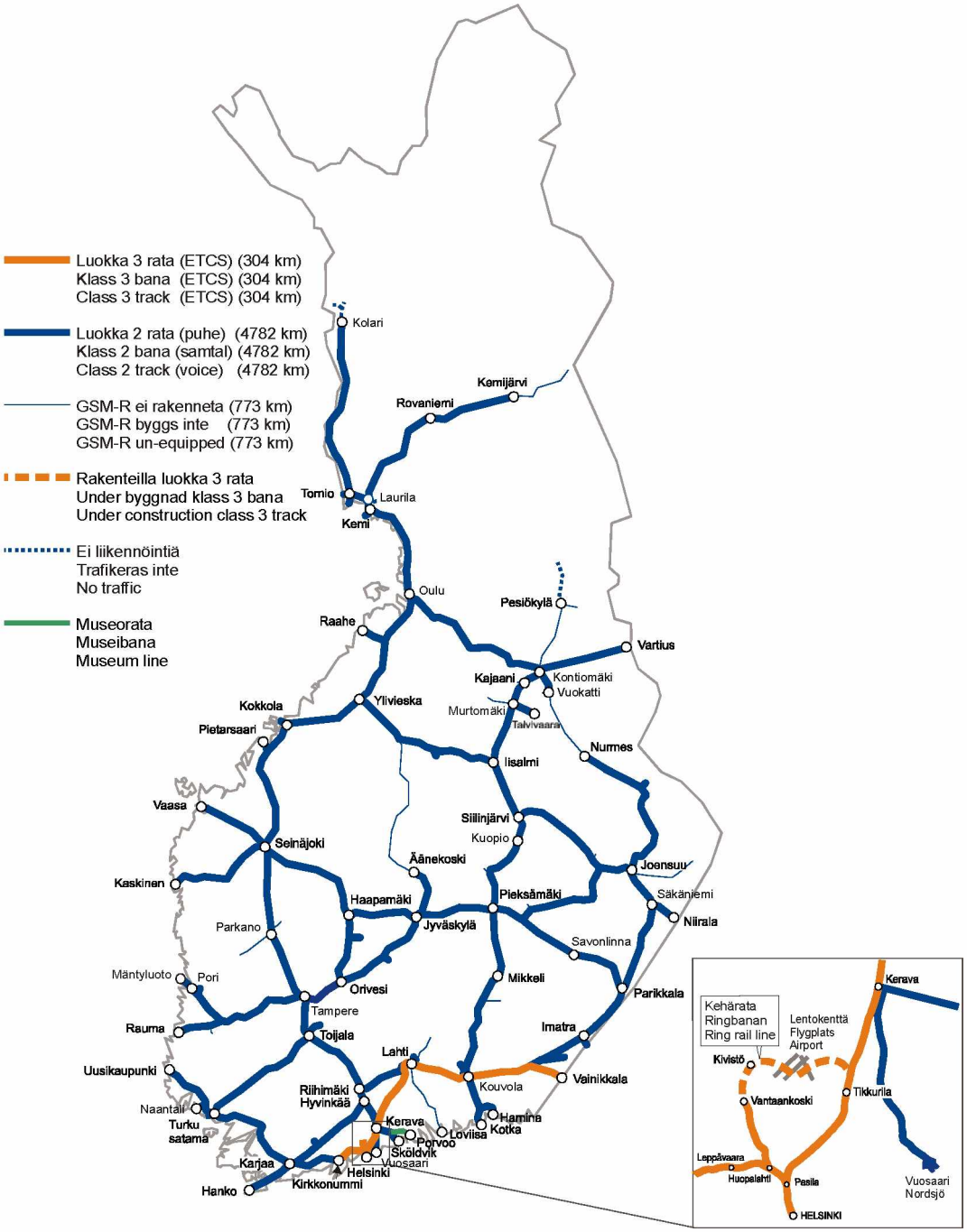
Station	Swedish name of Station	No information system	Only an announcement system	Track displays	Main displays	Special displays (bridge and other displays	LCD monitors	Tunnel displays	TFT displays	Total
Muurola	Muurola		1	0	0	0	0	0	0	0
Myllykoski	Myllykoski		1	0	0	0	0	0	0	0
Myllymäki	Myllymäki		1	0	0	0	0	0	0	0
Myyrmäki	Myrbacka			2	0	0	0	0	1	3
Mäkkylä	Mäkkylä			2	0	0	0	0	2	4
Mäntsälä	Mäntsälä			4	0	0	0	0	4	8
Mäntyharju	Mäntyharju			4	0	0	0	0	1	5
Nastola	Nastola			2	0	0	0	0	0	2
Nivala	Nivala		1	0	0	0	0	0	0	0
Nokia	Nokia		1	0	0	0	0	0	1	1
Nuppulinna	Nuppulinna			2	0	0	0	0	0	2
Nurmes	Nurmes		1	0	0	0	0	0	0	0
Oitti	Oitti		1	0	0	0	0	0	0	0
Orivesi	Orivesi			2	0	0	0	0	1	3
Orivesi Keskusta	Orivesi Keskusta			0	0	0	0	0	1	1
Oulainen	Oulais			3	0	0	0	0	1	4
Oulu	Uleåborg			6	2	0	0	0	5	13
Oulunkylä	Åggelby			4	0	0	0	0	4	8
Paimenportti	Paimenportti	1		0	0	0	0	0	0	0
Paltamo	Paltamo		1	0	0	0	0	0	0	0
Parikkala	Parikkala			3	0	0	0	0	2	5
Parkano	Parkano			3	0	0	0	0	2	5
Parola	Parola			2	0	0	0	0	0	2
Pasila	Böle			38	4	0	1	0	55	98
Pello	Pello		1	0	0	0	0	0	0	0
Petäjävesi	Petäjävesi		1	0	0	0	0	0	0	0
Pieksämäki	Pieksämäki			9	2	0	0	0	3	14
Pihlajavesi	Pihlajavesi		1	0	0	0	0	0	0	0
Pitäjänmäki	Sockenbacka			4	0	0	0	0	4	8
Pohjois-Haaga	Norra-Haga			2	0	0	0	0	2	4
Pori	Björneborg			0	0	0	0	0	3	3
Puistola	Parkstad			4	0	0	0	0	4	8
Pukinmäki	Bocksbacka			4	0	0	0	0	3	7
Punkaharju	Punkaharju		1	0	0	0	0	0	0	0
Purola	Purola			2	0	0	0	0	0	2
Pyhäsalmi	Pyhäsalmi		1	0	0	0	0	0	0	0
Pännäinen	Bennäs			0	0	0	0	0	1	1
Rekola	Räckhals			2	0	0	1	0	0	3
Retretti	Retretti		1	0	0	0	0	0	0	0
Riihimäki	Riihimäki			8	6	0	3	0	11	28
Rovaniemi	Rovaniemi			3	0	0	0	0	4	7

Station	Swedish name of Station	No information system	Only an announcement system	Track displays	Main displays	Special displays (bridge and other displays	LCD monitors	Tunnel displays	TFT displays	Total
Runni	Runni		1	0	0	0	0	0	0	0
Ruukki	Ruukki		1	0	0	0	0	0	0	0
Ryttylä	Ryttylä			2	0	0	0	0	0	2
Salo	Salo			6	0	0	0	0	3	9
Santala	Santala	1		0	0	0	0	0	0	0
Saunakallio	Saunakallio			4	0	0	0	0	0	4
Savio	Savio			4	0	0	0	0	1	5
Savonlinna	Nyslott		1	0	0	0	0	0	0	0
Savonlinna Kauppatori	Savonlinna Kauppatori			0	0	0	0	0	0	0
Seinäjoki	Seinäjoki			9	2	0	0	0	7	18
Siilinjärvi	Siilinjärvi			1	0	0	0	0	1	2
Simpele	Simpele		1	0	0	0	0	0	0	0
Siuntio	Sjundeå			2	0	0	0	0	0	2
Skogby	Skogby	1		0	0	0	0	0	0	0
Sukeva	Sukeva		1	0	0	0	0	0	0	0
Suonenjoki	Suonenjoki			0	0	0	0	0	1	1
Tammisaari	Ekenäs		1	0	0	0	0	0	0	0
Tampere	Tammerfors			15	2	0	0	0	27	44
Tapanila	Mosabacka			4	0	0	0	0	2	6
Tavastila	Tavastila	1		0	0	0	0	0	0	0
Tervajoki	Tervajoki		1	0	0	0	0	0	0	0
Tervola	Tervola		1	0	0	0	0	0	0	0
Tikkurila	Dickursby			15	0	0	0	0	26	41
Toijala	Toijala			4	0	0	0	0	3	7
Tolsa	Tolls			2	0	0	0	0	0	2
Tornio	Torneå		1	0	0	0	0	0	0	0
Tuomarila	Domsby			3	0	0	0	0	0	3
Turenki	Turenki			2	0	0	0	0	0	2
Turku	Åbo			9	2	0	3	0	3	17
Turku Satama	Åbo Hamn			2	0	0	0	0	3	5
Tuuri	Tuuri		1	0	0	0	0	0	0	0
Uimaharju	Uimaharju		1	0	0	0	0	0	0	0
Utajärvi	Utajärvi		1	0	0	0	0	0	0	0
Uusikylä	Uusikylä			2	0	0	0	0	0	2
Vaala	Vaala		1	0	0	0	0	0	0	0
Vaasa	Vaasa			2	2	0	0	0	4	8
Vainikkala	Vainikkala		1	0	0	0	0	0	0	0
Valimo	Gjuteriet			4	0	0	0	0	1	5
Vammala	Vammala		0	0	0	0	0	0	1	1
Vantaankoski	Vandaforsen			2	0	0	0	0	2	4
Varkaus	Varkaus			0	0	0	0	0	3	3

Station	Swedish name of Station	No information system	Only an announcement system	Track displays	Main displays	Special displays (bridge and other displays	LCD monitors	Tunnel displays	TFT displays	Total
Vihanti	Vihanti			1	0	0	0	0	1	2
Vihtari	Vihtari		1	0	0	0	0	0	0	0
Viiala	Viiala			2	0	0	0	0	0	2
Viinijärvi	Viinijärvi		1	0	0	0	0	0	0	0
Vika	Vika	1		0	0	0	0	0	0	0
Villähde	Villähde			2	0	0	0	0	0	2
Vilppula	Vilppula		1	0	0	0	0	0	0	0
Vuonislahti	Vuonislahti		1	0	0	0	0	0	0	0
Ylistaro	Ylistaro		1	0	0	0	0	0	0	0
Ylitornio	Ylitornio		1	0	0	0	0	0	0	0
Ylivieska	Ylivieska			0	0	0	0	0	2	2
Ähtäri	Etseri		1	0	0	0	0	0	0	0

GSM-R Network (RAILI)

The Finnish Transport Agency's GSM-R network, RAILI for short, acts as the railways' integrated communication system, serving primarily traffic controllers, drivers and train guards as well as shunting managers and those responsible for track work. The network covers track and railway yards over a distance of about 5,000 km. More information is available in chapter 3.3.3.3 (Traffic Control and Communications Systems) of the Network Statement as well as on the Finnish Transport Agency's website.



Network statements of other countries

Table 1 shows the Internet addresses of the Network Statements published by the Infrastructure Managers of other countries. The information in the table is subject to change. Updated information can be found from the RailNetEurope webpage at http://www.rne.eu.

Table 1. Network Statements of other countries.

Infrastructure Manager	Country	Internet address
Administrador de Infraestructuras Ferroviarias (ADIF)	Spain	http://www.adif.es/en_US/conoceradif/declaracion_de_la_red.shtml
Banedanmark	Denmark	http://uk.bane.dk/visArtikelBred_eng.asp?artikelID=13313
BLS AG (BLS)	Switzerland	http://www.bls.ch/e/infrastruktur/trassen-statement.php
Communauté de Transports – Accès Réseau	Luxembourg	http://www.railinfra.lu
Compania Națională de Căi Ferate SA	Rumania	http://testcfr.infofer.ro/index.php?option=com_content&task=view&id=22&Itemid=55&limit=1&limitstart=1
DB Netz AG	Germany	http://fahrweg.dbnetze.com/site/dbnetz/en/networkaccess/network__statement/network__statement__2011.html
High Speed 1	England	http://highspeed1.co.uk/regulatory/network-statement
HZ Infrastruktura d.o.o.	Croatia	http://www.hznet.hr/network-statement02
Infrabel	Belgium	http://www.infrabel.be/en/rail-operators/running-our-network/network-statement
Jernbaneverket	Norway	http://www.comitato.com/V1/
Keyrail	Netherlands	http://www.keyrail.nl/netverklaring-38-toegangsovereenkomst
National Railway Infrastructure Company (NRIC)	Bulgaria	http://www.rail-ifra.bg/cms/opencms/menu/en/company/networkstatement/
Network Rail	Great Britain	http://www.networkrail.co.uk/aspx/3645.aspx

Infrastructure Manager	Country	Internet address
PKP Polskie Linie Kolejowe S.A. (PKP PLK)	Poland	http://www.plk-sa.pl/fileadmin/Oferta/Regulamin_2010_2011/Network_Statement_2010-2011_v2_czarny.pdf
ProRail B.V.	Netherlands	http://www.prorail.nl/English/Pages/NetworkStatement.aspx
Public Agency for Rail Transport of RS (AŽP)	Slovenia	http://www.slo-zelez-nice.si/en/company/traffic_management/network_statement
Raaberbahn AG/GYSEV Zrt. (GY-SEV/Raaberbahn)	Aust-ria/Hungary	http://www2.vpe.hu/en/network-statement
Rede Ferroviária Nacional, E.P. E. (REFER)	Portugal	http://www.refer.pt/en/MenuPrincipal/REFER/NetworkManagement/NetworkStatement.aspx
Réseau Ferré de France (RFF)	France	http://www.rff.fr/en/media-library/french-regulatory-texts/networks-reference-documents/?lang=en
Rete Ferroviaria Italiana SpA (RFI)	Italy	http://www.rfi.it/cms/v/index.jsp?vgnextoid=df15b5849a70b110VgnVCM1000003f16f90aRCRD
Slovenske zeleznice d.o.o. (SZ)	Slovenia	http://www.slozeleznice.si/en/company/traffic_management/network_statement
Správa Železnični dopravni cesty (CD) / SZCD	The Czech Republic	http://www.szdc.cz/en/provozovani-drahy/pristup-na-zdc/prohlaseni-11-12.html
Swiss Federal Railways SBB-Infrastructure (SBB CFF FFS)	Switzerland	http://www.mct.sbb.ch
Trasse Schweiz AG	Switzerland	http://www.trasse.ch/en/vergabe/bestellung/
TP Ferro	Spain	http://www.tpferro.com/sites/default/files/network-statement.pdf
Trafikverket	Sweden	http://www.trafikverket.se/Om-Trafikverket/Andra-sprak/English-Engelska/Railway-and-Road/Network-Statement1/
Vasúti Pályakapacitás-elosztó Kft. (VPE)	Hungary	http://www2.vpe.hu/en/network-statement

Infrastructure Manager	Country	Internet address
Železnice Slovenskej Republiky	Slovakia	http://www.zsr.sk/anglicky/railways-infrastructure/marketing/network-statement/network-statement-2011.html?page_id=1747
ÖBB Infrastruktur Betrieb AG	Austria	http://www.oebb.at/infrastruktur/en/_p_Net-work_Access/NetworkStatement/index.jsp

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